FOURTH SECTION

Featuring Nova Scotia

THE FINANCIAL POST

FOURTH SECTION

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N.S. BENEFITS TO SMALL EXTENT IN PROTECTION

Steel and Properties Languish Whilst Tariffs Benefit Less Important Industries

HAS PUBLIC SUPPORT

Dominion as a Whole Not Unsympathetic to N.S.'s Steel and Coal Demands

While most of the production of Nova Scotia consists of commodities such as fish, agricultural products and timber, which benefit little from the incidence of present tariff protection, Nova Scotia as a whole is not particularly anti-tariff in its views. There is a strong feeling, though, that the Nova Scotian industries which obtain protection from the present tariff benefit to nothing like the extent of most industrials in Upper Canada.

This applies particularly to the great steel and coal industry on which about 20 per cent. of the population of the province depends for its living.

Nova Scotia produces as much coal as any other province in the Dominion. For instance, the total output from the mines in September was 608,423 tons—some 75,000 tons in excess of that raised in Alberta.

Total Output

During September the total coal output for the Dominion was 1,395,753 tons—a figure 600,000 tons below the total imports of coal into Canada.

It seems apparent that a tariff structure which virtually shuts out many foreign goods from Canadian markets and, at the same time, allows foreign producers to give the keenest sort of competition to a great national industry such as coal mining in Nova Scotia, must be inherently weak. During the last three years, Hon. G. S. Harrington, Minister of Public Works and Mines in Nova Scotia, has repeatedly urged on the Federal Government the importance of adopting in Canada some national fuel-steel policies.

As has been said, the present tariff structure virtually eliminates many commodities from the Canadian market. Yet it not only permits a ready inflow of coal to compete with a great national industry, but it also permits a large import of steel. It is the competition with these steel imports which has thrown the Dominion Iron and Steel into the hands of the receivers. Business men in Nova Scotia feel that it is unfortunate that some industries receive adequate protection while a great national industry such as the Nova Scotia steel and coal companies languish.

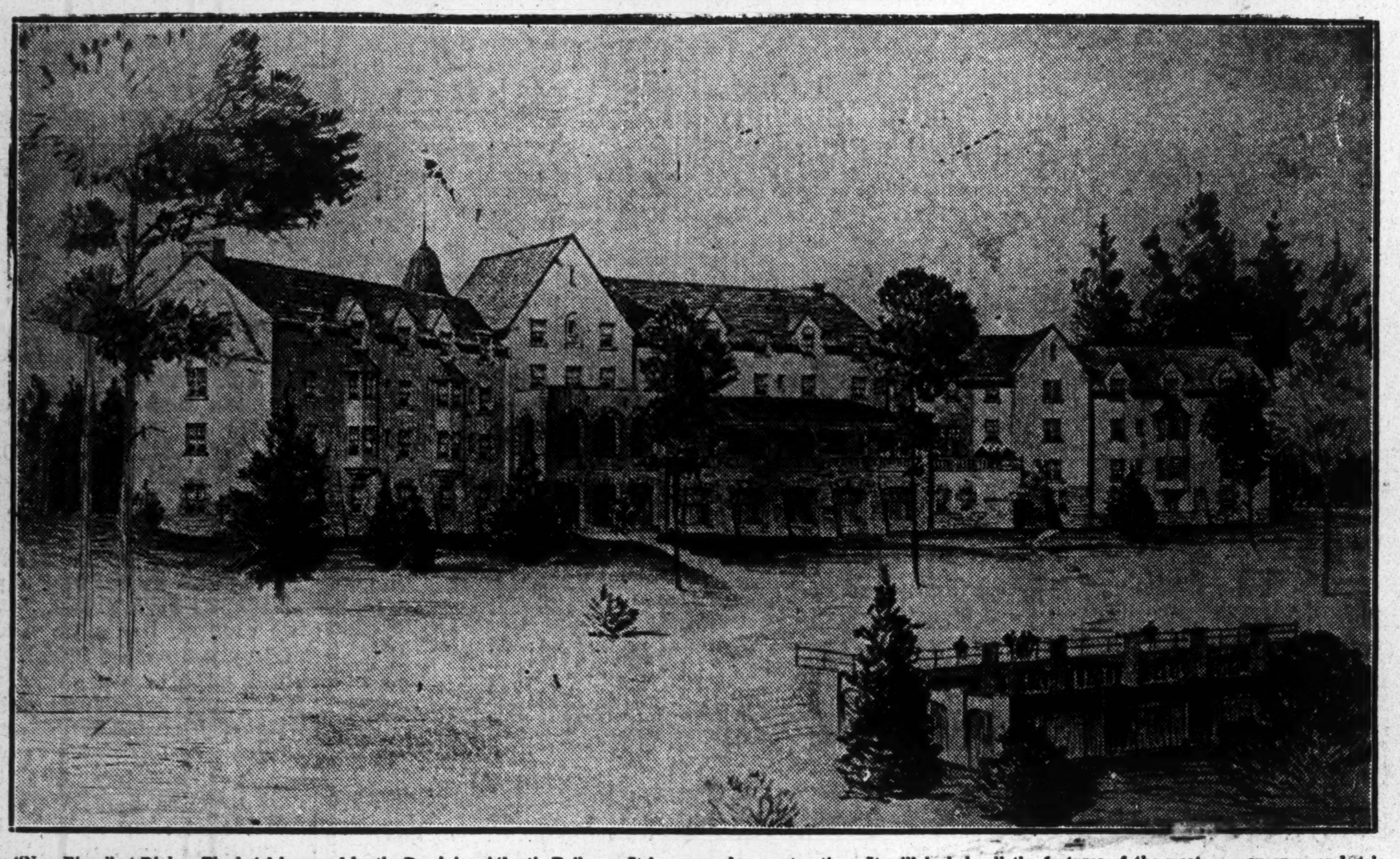
Moreover, the Nova Scotia steel plants are the only mills in Canada which produce steel from all-British raw materials. Other steel mills use United States iron and ore and United States coal in their blast furnaces. In Nova Scotia the mills use Nova Scotian coal and limestone with iron ore from Wabana, Newfoundland.

Reserves Adequate

The Nova Scotia coal reserves are sufficient to meet the needs of the Dominion for centuries. The 1,500,000 tons of American coal imported during September represent at least $3,000,000 in miners' wages and one-half as much again in paying the workers of various classes employed in moving the coal. This means that during the month of September between $4,000,000 and $5,000,000 went out of Canada to fill the pay envelopes of colliery and transportation wage earners across the line.

In urging the inauguration of a national fuel-steel policy for Canada, Nova Scotia has been strongly supported by resolutions passed at the conferences of provincial premiers and by the report of the Duncan Commission, as well as by a large body of public opinion across Canada.

Palatial New Summer Hotel Will Increase Tourist Traffic



The "New Pines" at Digby. The hotel is owned by the Dominion Atlantic Railway. It is now under construction. It will include all the features of the most [illegible] summer hotels.

NOVA SCOTIA HAS UNIQUE TEXTILE ORGANIZATION

Through Good Times and Bad Stanfields Has Progressed Steadily

While many of the Canadian textile companies occupy remarkably strong financial positions, yet in the industry, Stanfields, Ltd., is an outstanding example of a conservatively managed organization. Although the companies shares are not widely held, nevertheless there is a not inconsiderable investment interest in the property.

Although operating in Truro, N.S., the company is one of those successful Maritime organizations which has built up a national business. In addition to its production of woollen knit goods, Stanfields produces rayon knit goods.

Until entering the rayon manufacturing field, Stanfields confined its activities to the manufacture of high grade woollen underwear. Even in the most trying times of the industry Stanfields maintained itself in a strong liquid position, and to-day the company's financial structure compares more than favorably with any of the larger companies.

History of Company

The company was incorporated in N. S. in 1905. succeeding the Truro Knitting Mills Company. It also owns the Amherst Woollen Mills, located at Amherst, N.S. This plant is not in operation at the present time but if more promising times come to the woollen industry it is felt that this subsidiary may become a valuable complement to the parent company.

The shares of the company only occasionally change hands between brokers in the Maritimes. If any investor is fortunate enough to be able to pick up some of the stock, he should seize the opportunity, for if Stanfields went out of business there would be sufficient in working capital to repay virtually all of the purchase price of the stock to any shareholder. As a going and prosperous concern with additional large fixed assets of undoubted worth, the shares have an unquestioned investment merit.

TOURIST TRAFFIC FOR THIS SEASON SETS UP RECORD

Is Now Large Annual Source of Revenue to Nova Scotia

Tourist traffic in Nova Scotia during the past summer was by far the largest ever experienced in the history of the province. Some 166,000 summer visitors spent over $13,000,000 in Nova Scotia this year.

The traffic shows a very substantial increase over 1927. From June 1 to September 30, 165,906 summer visitors entered Nova Scotia, an increase over the preceding year of 10,550. Of these visitors, 73,000 entered by train and steamer and 92,900 by motor car.

The number of tourists reported as entering the various points of entry is as follows:

Entry Point	Visitors With Cars	Visitors Without Cars
Yarmouth	5,528	19,521
Digby	4,376	5,084
Halifax	312	2,341
Pictou	3,920	.....
By train overland	.....	46,100
By motor overland	78,724	.....
	92,860	73,046

The total number of motor cars reported entering the province during the four summer months was 23,215, an increase over the preceding year of 2,425. While the increase in the tourist traffic was satisfactory, yet the proportional increase in 1928 over 1927 does not equal that of 1927 over 1926.

The Department of Natural Resources of Nova Scotia prepared and distributed to tourists during the summer months this year, a card asking for information which would further the interests of summer travel. A large percentage of these cards were filled out and returned, thereby furnishing the Department with a valuable card index for future motor tourist traffic.

These reports have been analyzed and show that the average mileage of the motor tourist within the province was 637 miles; the average length of stay was eleven days and the average number in each car was four. Of those who made returns, 20 per cent. stayed at tourist camps or with friends and 80 per cent. stayed at hotels.

NATIONAL'S BOATS INCREASE TRADE WITH W. INDIES

New Service Will Largely Augment Traffic Through Halifax

To increase the flow of passengers and commodities between Canada and the West Indies and to take advantage of the trade treaty which the Dominion has arranged with the West Indies, the Canadian National Steamships is just placing in operation five new 8,000 ton liners. These ships, which are the latest product of modern achievement in sea transportation, contain every feature for the comfort of their passengers and this winter will operate every two weeks along two routes from Canada to the West Indies.

Three of these vessels will sail all the year round from Halifax and two, taking a slightly different route in the West Indies, will during May to November inclusive, sail from Montreal.

The fleet is composed of entirely new ships designed especially to carry on trade in the tropics. The vessels are painted white and in their construction comply with all the requirements of tropical trade.

Greater Traffic

As the passenger accommodation is of the best, it is anticipated that in addition to carrying more and more commodities to and from the West Indies, a greater flow of passenger traffic will be attracted to the Caribbean Sea.

The three ships sailing all the year round from Halifax have been allocated to what is usually referred to as the "Eastern route" which is from Halifax to Bermuda and thence to British Guiana with stops at several intermediate islands such as Barbados.

The two ships which will sail from Montreal in the summer months take the "Western route" to Bermuda, thence to Jamaica and finally Belize in the British Honduras.

This substantial addition to the vessels owned and operated by the Canadian Government should do much to increase traffic and business in the port of Halifax.

Telephones Indicate Province's Prosperity

One of the best indices of the betterment in business in Nova Scotia is the continued growth in the telephone services of the province. The Maritime Telegraph and Telephone Company serving Nova Scotia and Prince Edward Island is steadily growing and has shown an increase in phones larger than in preceding years. Moreover, the long distance traffic handled by the company has this year month by month considerably exceeded the traffic of the past.

VENIOT PROMISED ACTION; NOTHING CARRIED OUT YET

In January Said Policy on Steel Plants Would be Announced

In the issue of January 19, 1928, the Saint John Telegraph Journal featured a statement by the Hon. Dr. P. J. Veniot, postmaster-general, that the federal government's policy with regard to the Valley railway in New Brunswick and the bounty to the Sydney steel plants in Nova Scotia would be divulged in a few weeks in a way that would make every Maritimer proud. At the same time, Dr. Veniot said that all the other recommendations of the Duncan report had been implemented.

The foregoing is typical of the political hokum which the Maritime provinces have had to endure. Although the postmaster-general made this statement early in January, the federal government has not yet announced its policy on the possible acquisition of the Valley railway nor announced a policy on assistance to the Sydney steel plants. Moreover, not all the other recommendations of the Duncan commission have been implemented. It is only fair to say, though, that the government is still considering the handicaps of the great Nova Scotia steel and coal industry.

For instance, to mention but one, Sir Andrew A. Duncan recommended that the Maritimes should be given consideration in lieu of their lack of crown lands. Nothing has as yet been done. There are several other recommendations of the Duncan commission on which nothing has been done and several which the government has implemented only in part.

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West Indian Trade Through Maritimes Bound to Increase

History of Trade Between Maritimes and West Indies—Present Situation Summarized—What Treaty Means to Canadian Producers

OPPORTUNITIES AWAIT CANADIAN EXPORTER

Increased Service This Winter Will Increase Trade Materially — Is of Major Importance to Maritimes — Canada Can Import More Commodities Direct from Indies

By A. MATHEWS

In these days when the question of the important part played by the Maritime Provinces in the increasing and further development of trade between Canada and the West Indies is being freely discussed, it is not generally remembered that the pioneers in the development of this trade were the sailing vessels, most of which were privately owned, and which plied chiefly between Maritime ports and the Southern territories, carrying Canadian goods on the Southbound trip, and bringing back such tropical produce as could be disposed of on the Canadian market. This constituted the beginning of Canada's trade with the West Indies, which to-day has grown to a very substantial figure.

First Steamer Service

The first steamship service to the West Indies was that of the Cunard Steamship Co., to Jamaica, which was subsidized by the Imperial Government, and carried on by the steamers "Alpha" and "Beta," in the years 1870 and 1880, with monthly sailings from Halifax to the ports of Bermuda, St. Thomas and Turks Islands. The British Government made use of this service for conveying Admiralty despatches to the British North American fleet on the West India Station, but in 1886 the subsidy was cancelled and the steamship connection between Canada and the West Indies was at an end.

Desired the Service

The reiterated demands of Canadian exporters that the service be renewed brought a response from the firm of Pickford and Black, who, in the year 1887, having purchased the "Alpha" and "Beta" from the old company, began two separate services, one to Bermuda, Jamaica and Turks Island, and the other to Cuba, both services receiving a small subsidy from the Canadian Government. The direct service to Cuba was discontinued, having proved unprofitable, but the service to Jamaica is still in operation, though with different steamers.

The subsidy being withdrawn in 1904, the steamers ceased to call at Turks Island and Bermuda, going instead to Santiago, Cuba. In the year 1905, the sailings were increased to a fortnightly schedule and at the present time they are still operating in this manner with the steamers "Caledonia" and "Andalusia." In the meantime a steamship connection between Canada and the Windward Islands and Demerara had been established by New Brunswick interests, on a fortnightly schedule, with the home port at Saint John, Yarmouth being the only port of call in Nova Scotia.

Was Subsidized

This venture, which was subsidized by the Canadian Government, proved unprofitable, and in the year 1889 Messrs. Pickford and Black were invited to take it over, which they did. This service, then as now, included Bermuda, the principal ports in the Leeward and Windward Islands, Barbados, Trinidad and Demerara. The new service from the port of Halifax drew much unfavorable comment from Halifax exporters, most of whom owned sailing vessels at that time, and the government was criticized for having subsidized the service.

The steamer "Loanda" was the first to operate on this service with a sailing every two months. This was later increased to monthly service, with the steamers "Taymouth Castle" and "Duart Castle." Still later this was increased to a fortnightly service, and then a 12 day schedule, giving them 30 sailings from the port of Halifax every year.

Service Was Profitable

That it proved profitable can easily be seen by comparing the trade returns for the year 1889 which showed Canadian Exports to the British West Indies, exclusive of Bermuda, to have been $1,981,118, whereas the total exports to Bermuda, the Leeward and Windward Islands, Barbados, Jamaica, Trinidad and Tobago, British Guiana and British Honduras was $19,177,510 for the fiscal year which ended March 31, 1928, almost ten times that of the year 1889, while the total imports for 1928, was $23,633,051.

In 1914 the service was taken over by the Royal Mail Steam Packet Co., which operated a fortnightly service until the year 1926, when the Government then withdrew the subsidy, and this service was then taken over by the Canadian Government Merchant Marine. Pickford and Black still continued to operate a fortnightly freight and passenger service, but later amalgamated with the Ocean Dominion Steamships of Canada, which at the present time are operating a fortnightly service between Montreal and Halifax and the Leeward and Windward Islands, Barbados, Trinidad and Demerara.

Service to Indies

The first service established by the Canadian Government Merchant Marine and the West Indies started in 1918 from the port of Montreal, calling at Bermuda, Barbados, Trinidad and Demerara. Sailings to these ports as well as to the Leeward and Windward Islands were later made from Halifax, and in June, 1926, they made their first sailing under the Royal Mail subsidy. Beginning with the sailing of the "Lady Nelson" on Dec. 14, the Canadian National Steamships will put into effect a new service, with up-to-date steamers, giving splendid passenger accommodation. This will be followed by the "Lady Hawkins" on Dec. 28, and the "Lady Drake" on Jan. 11, 1929. With the improved passenger service it is hoped that there will be a more friendly interchange of relations with the West Indies, which will do much towards increasing trade with these territories.

Result of Treaty

Thanks to the treaty effected by the Canadian Government in 1925, the increased steamship service with modern passenger accommodation, the introduction of modern banking systems by Canadian bankers, as well as the appointing of Canadian Trade Commissioners in the principal Southern centres, the assistance rendered by the Commercial Intelligence Service at Ottawa, and the various Export Clubs of Canada, the intensive canvas made by Canadian exporters through local agents, improved cable facilities, and the assurance of regular and prompt delivery of merchandise shipped, Canadian trade to the West Indies has increased greatly, and one cannot help feeling that the Government has been amply justified for the aid they gave this venture in its first stages.

From these facts it is evident that Canada owes the ten-fold increase in her trade with the West Indies chiefly to the Maritime Provinces, especially to the ports of Halifax and Saint John, and to the firm of Pickford and Black, whose perseverance in the face of discouragements in the form of previous failures, and a lagging trade, definitely established the steamship service between Canada and the West Indies, which has resulted in the substantial increase referred to above.

Trade Has Increased

A close survey of statistics for the fiscal year which ended March 31, 1928, shows Canadian exports to the British West Indies, which include Bermuda, Leeward, and Windward Islands, Barbados, Trinidad and Demerara, Jamaica and British Honduras, as $19,177,510, an increase over exports for 1927 of $1,475,507 or 8.3%, while the imports from these territories were $23,633,051, an increase of $4,807,965, or 25.5% more than last year's.

While these figures are very encouraging, it must be remembered that there is still room for expansion of trade with the British West Indies to a great extent. A great many Canadian manufacturers have apparently only a sketchy idea as to the purchasing power of the British West Indies, and for this reason they do not make much effort to develop their trade with these territories through the proper channels. The British West Indies is made up of two groups of Islands, known as the Western Group and the Eastern Group. For the sake of convenience these are listed separately, particulars of areas, population, principal exports, total exports and imports being shown to indicate productivity and purchasing capacity.

Western Group

The Bermuda Islands:

The capital, Hamilton, has an area of 20 square miles, with a population of about 5,500, the total population of the group of islands being in the vicinity of 27,000. Bermuda's chief exports are onions, potatoes, lily bulbs, and arrowroot. Total exports for the year 1926, amounted to $1,000,265, and imports $6,024,470. Canadian exports to Bermuda for the year 1928 amounted to $1,364,952, consisting chiefly of animal and vegetable products and foodstuffs.

The Bahamas Islands:

The Bahamas Islands consist of an archipelago of islands nearly 800 miles in length, with a total area of 4,403¼ square miles, and a population of approximately 53,301. The capital, Nassau, has a population of 12,975. The principal exports of these islands are sisal, sponges, lumber, shell, tomatoes, bark and salt, the imports for 1926 being $10,298,875 and the exports for the same year being $2,031,355.

Jamaica:

This island lies to the north of the Caribbean Seas, 90 miles south of Cuba, and 1,150 miles to the north-west of Barbados. It has several dependencies such as Turks and Caicos Islands, Morant Cays, and Pedro Cays, which give it considerable territory, with a total area of 4,540 square miles. Population is 937,927, the capital, Kingston, having a population of about 59,000. The chief industry of Jamaica to-day is fruit raising. Chief exports are bananas, oranges, grapefruit, lemons, coconuts, coffee, cocoa, pimento, allspice, sugar, shaddock, limes, tobacco, and valuable woods such as bibber-wood, ebony, fustic, lignum-vitae, and logwood. Sugar and rum were once the chief exports of Jamaica, but fruit has now taken precedence over these. Total imports for the year 1926 were $26,829,750, and exports $21,184,275.

British Honduras:

This territory lies on the east coast of Central America, and has an area of 8,598 square miles, very little of which is settled. Population, 48,584, Belize, the capital, having a population of about 10,000 persons. The principal exports are mahogany, cedar, logwood, chicle, bananas, grapefruit and coconuts. Total imports for the year 1926 were $25,328,315 and exports for the same year $19,643,950.

Eastern Group

Leeward Islands:

This consists of the islands of Antigua (including Barbuda and Redonda), St. Kitts, (which includes Nevis and Anguilla), Montserrat, Dominica and the Virgin Islands.

Antigua:

This island with its dependencies has an area of 208 square miles, and a population of 29,767. St. John's, the capital, has a population of approximately 9,000. The chief exports are sugar, molasses and sea island cotton, with a high grade of pineapples. Antigua's exports for the year 1926 were $932,850, and imports $1,076,665.

St. Kitts:

Situated 45 miles west of Antigua, capital, Basseterre, with a total population of approximately 31,000. The capital has a population of 7,911. Total area of the island is 68 square miles. The chief exports are sugar, cotton, cocoa, citrus and other fruits, and are valued at $1,398 for the year 1926, while the total imports are valued at $1,464,085. Nevis, separated from St. Kitts by a narrow

(Continued on page 33)

Statistics Clearly Reveal Trend of Imports from West Indies

Principal Imports Into Canada for Consumption Fiscal Years Ending March 31, 1927, 1928, from United Kingdom, United States and British West Indies

Articles		Total Imports for Consumption 1927	1928	Imports from United Kingdom 1927	1928	Imports from United States 1927	1928	Imports from British West Indies 1927	1928	Increase in Imports from B.W.I. 1928	Decrease in Imports from B.W.I. 1928
Bananas	Bunch	2,869,947	3,380,790	......	......	2,825,150	3,318,447	42,162	51,392	9,230	
	$	4,987,899	5,571,521	......	......	4,933,605	5,497,999	48,957	57,464	8,507	
Grapefruit	Lbs.	17,817,020	19,575,228	......	......	16,892,136	19,057,320	761,028	453,461	......	307,567
	$	863,474	941,523	......	......	823,611	921,142	31,495	15,934	......	15,561
Oranges	Box	2,263,369	2,498,644	8,629	10,825	2,144,191	2,362,141				
	$	8,421,635	9,940,781	25,736	34,997	8,060,048	9,554,567				
Pineapples	$	538,737	524,489	......	......	526,298	519,042				
Cocoanuts	No.	8,463,347	8,375,017	1,100	......	190,062	154,058				
	$	177,091	188,251	33	......	7,330	6,000	5,836,435	4,802,135	......	1,034,300
Cocoanuts, desiccated	Lbs.	2,195,351	2,643,864	138,777	101,191	7,224	9,310	126,283	156,560	30,277	......
	$	168,737	193,226	10,606	7,281	1,559	1,419				
Sugar (not above No. 16 D.S.)	Cwt.	11,295,589	8,947,779	......	47	407,106	127,401				
	$	34,947,666	31,475,335	......	200	1,099,739	384,491				
Sugar (above No. 16 D.S.) ..	Cwt.	444,077	722,814	2,592	2,300	49,906	33,998	4,501,078	5,019,230	518,152	......
	$	1,680,039	3,245,527	9,799	10,879	231,385	170,147	14,652,386	18,478,742	3,826,376	......
Cocoa Beans (not crushed) roasted or ground)	Cwt.	137,667	177,783	39,109	40,218	36,001	30,520	4,300	855	......	3,445
	$	1,786,435	2,687,097	526,357	603,106	535,650	490,754	15,243	4,302	......	10,941
Coffee & chicory-coffee green	Lbs.	24,907,691	27,126,506	1,163,117	1,488,810	116,968	67,191	32,109	72,493	40,384	......
	$	5,676,759	5,667,068	314,574	626,965	28,290	16,426	280,661	934,087	653,426	......
Other coffee and chicory	$	453,242	543,039	23,302	39,156	423,442	498,306	6,920,642	7,226,893	306,251	......
Ginger (unground)	Lbs.	1,147,497	732,336	115,145	256,397	36,001	18,006	1,642,187	1,486,080	......	176,107
	$	150,516	59,476	11,295	22,813	3,492	1,682				
Vanilla Beans (crude)	Lbs.	54,833	53,326	2,005	2,500	34,598	46,481				
	$	174,180	125,817	4,439	5,263	116,228	115,173				
Other Spices	$	650,519	927,094	119,987	239,456	105,824	102,428				
Chicle Gum (crude)	Lbs.	1,125,547	1,186,255	......	......	748,242	977,861				
	$	558,276	553,605	......	......	380,439	447,657	207,706	128,500	......	79,206
Resin or Rosin	$	317,849	334,544	65	28	316,371	333,677				
Rubber raw (including Balata)	Lbs.	50,231,202	58,078,272	141,178	165,212	45,444,648	52,497,240				
	$	22,317,583	21,344,791	54,573	65,604	20,357,953	19,294,420				
Hides and Skins (calf)	Cwt.	81,687	88,507	......	......	70,971	79,786				
	$	1,947,738	2,461,515	......	......	1,658,287	2,194,407				
Manila and Sisal Grass ...	Cwt.	519,807	524,124	7,730	6,057	440,105	479,920				
	$	5,030,900	4,255,080	79,285	48,791	4,225,868	3,829,485				
Railroad Ties	No.	435,706	691,801	......	......	435,706	691,801				
	$	453,122	740,838	......	......	453,122	740,838				
Asphalt, solid	Cwt.	440,193	974,502	1,116	27	435,717	968,841				
	$	450,865	865,573	1,758	348	447,157	861,640				
Crude Petroleum (for refining)	Gal.	596,466,714	709,914,337	......	......	505,285,255	470,507,386				
	$	32,375,077	30,792,037	......	......	26,014,387	18,868,505				
Scrap Iron (cast)	Ton.	5,647	5,109	......	......	2,686	2,393	......	2,290	......	......
	$	55,965	51,139	......	......	35,986	33,322	......	15,337	......	......
Iron Drums, Tanks and Cylinders	$	......	......					4,750	27,545	22,795	......
Meats	$	......	......					......	65	......	......
Salt	Cwt.	3,624,733	3,500,272	393,297	490,404	2,076,958	2,153,011	514,515	169,709	......	344,806
	$	1,025,722	1,067,104	240,156	262,327	582,766	648,918	78,730	52,551	......	26,179
Molasses	Gal.	4,768,283	5,098,890	2,368	......	......	......	5,238,996	5,098,890	......	140,106
	$	1,761,071	2,212,249	936	......	......	......	1,784,151	2,210,249	425,998	......
Rum	Gal.	......	......					47,860	47,135	......	715
	$	......	......					169,097	219,426	50,327	......
Vegetables (fresh)	$	4,779,570	6,049,278	53,349	71,648	4,394,773	5,428,565	39,310	24,789	......	4,520
Ship Stores (except coal and fuel oil for 1928) .	$	4,238,499	542,236	211,409	279,153	3,108,553	197,304	1,847	3,606	1,759	......
All other articles	$	7,778,100	8,322,240	943,344	995,030	6,323,890	6,784,393	312,705	245,074	......	67,631

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(Published at Halifax)

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West Indian Trade Through Maritimes Bound to Increase

(Continued from page 32)

strait scarcely two miles wide, has an area of 50 square miles, with a population of 12,945, the capital, Charleston, having a population of 1,157. Chief exports are sugar, cotton, cocoanuts, sweet potatoes and corn. Anguilla, the other island in the Presidency, is 16 miles long and 1½ to 3 miles broad, with an area of 35 square miles. Population, 4,065. Chief exports are cattle, ponies, small stock and salt.

Montserrat:

This island lies about 27 miles to the southwest of Antigua, and is 35 miles from Nevis. It has an area of 32½ square miles, with a population of 12,120, the capital, Plymouth, having a population of 1,709. The chief exports are sea island cotton, lime juice, citrate of lime and sugar. Total imports for the year 1926 were $328,745, and exports $363,565.

Dominica:

Dominica lies half way between the islands of the French West Indies, Martinique and Guadeloupe, and about 30 miles from each, while it is 85 miles southeast of Montserrat. It is the largest of the Leeward Islands and third in size of the British West Indies. It has an area of 291 square miles, with a population of 37,355. Roseau, the capital, has a population of 6,600. The chief exports are sugar, limes, cocoa, oranges, rubber, fine woods from native trees and sulphur. Total exports for the year 1926 were $729,355 and imports for the same period $824,420.

Virgin Islands:

The Virgin Islands lie between the Greater and Lesser Antilles. They number about 20 miles to the south approximately 60 miles east of Porto Rico. Area, 58 square miles with a population of 5,082. Inter-island communication is kept up by boats and motor launches with St. Thomas as chief port. St. Thomas has no direct steamship communication with Canada. Chief exports are cotton, cattle, and sugar. Total imports for 1926 amounted to $156,585, and exports $34,690.

Windward Islands:

These include St. Lucia, Grenada, St. Vincent and the Grenadines.

St. Lucia:

This island is situated about 20 miles to the south of Martinique and 30 miles to the northwest of St. Vincent, with a total area of 233 square miles and a population of approximately 55,698. Castries, the capital, has a population of 10,254. The chief exports are sugar, rum, molasses, cotton, cocoanuts and limes, but the greatest value lies in the coal supplied for bunkering ships. For the year 1926 the total imports were $1,261,180 and exports $1,258,525.

Grenada:

This island lies 90 miles to the north of Trinidad, 68 miles southwest of St. Vincent and 100 miles southwest of Barbados. It has an area of 220 square miles, with a population of 71,721, the capital, St. George's, having a population of 5,188. The principal exports are cocoa, nutmegs, mace and cotton, with kola nuts and lime juice on the increase. Imports for 1926 amounted to $1,682,415, and exports $2,188,755.

St. Vincent and Grenadines:

St. Vincent is located 30 miles southwest of St. Lucia and 97 miles west of Barbados. It has an area of 140 square miles, with a population of 52,592. Kingstown, the capital, has a population of about 4,600. The principal exports from St. Vincent are cassava starch, arrowroot, cotton, peanuts, cocoa, cotton seed. Imports for 1926 were $1,018,030, and exports $814,545.

Barbados:

This is the most easterly of the West Indian group of islands, and has an area of 166½ square miles, with a population of 156,312. Bridgetown, the capital, has a population of 13,486. The chief exports of Barbados are sugar, fancy molasses choice molasses, cotton and bananas. For the year 1926 the imports of the island amounted to $10,765,835, and exports $6,435,805.

Trinidad and Tobago:

The island of Trinidad, which lies off the delta of Orinico, has an estimated area of 1,976 square miles with an approximate population of 365,000. The capital, Port of Spain, has a population of about 69,000. The chief exports are cocoa, sugar, molasses, rum, copra, asphalt, petroleum, rubber and fruit. Total imports for 1926 amounted to $22,035,370 and exports to $25,034,775. These figures include Tobago and the smaller islands.

British Guiana:

British Guiana lies on the northeast coast of South America to the southeast of the West Indian Islands, has an area of 90,000 square miles with a population of 297.691. Georgetown, the capital, has a population of approximately 57,577. Sugar, molasses, rum and molascuit, a cattle food made from the cellulose fibre of sugar cane, mixed with molasses, are the chief industries, but cocoanuts, rice, coffee, rubber, limes, gold and diamonds are also important industries, and exports of these latter commodities have increased considerably during the past few years. Recently the production of Bauxite has been greatly developed. In 1925 this territory supplied one eleventh of the world's consumption, and in 1926 production had increased by 70%. Total imports of British Guiana for the year 1926 amounted to $12,994,640 and exports for the same period were $13,705,535.

Facilities Are Adequate

Transportation facilities in the various islands are fairly adequate and reasonably priced. The larger islands use electric cars and buses, while in the smaller islands the automobile is used for this purpose. Splendid educational opportunities are available in all the islands, and in the larger centres several colleges have been established for agricultural training preparatory work, etc. Hotel accommodations in the tourist centres are modern and in some cases luxuriously equipped, while the smaller territories have ample accommodation for demands made on them. The currency used in the British West Indies is based on pounds sterling, but Canadian and American money is also in circulation. While practically every foreign language may be heard in the larger centres, business affairs are transacted mostly in English. These territories have a combined population of approximately 2,207,560.

Figures Analyzed

From the figures given in the table attached it will be seen that Canadian exports to Bermuda for the year ending March 31, 1928, increased $78,182, while imports from that territory decreased by $58,543. Exports to British Guiana decreased by $124,057 while imports from British Guiana increased $1,460,066. Exports to British Honduras increased $119,901, while imports from that territory decreased $104,337. Exports to Barbados increased $212,547, and imports from Barbados have increased $2,424,410. Exports to Trinidad and Tobago are $399,767 more than those of 1927, and imports from these territories have decreased $732,284. Exports to Jamaica increased $676,024, and imports from Jamaica increased $721,745. Exports to other British West Indies increased $113,131 and imports from these territories increased $1,076,908. The tremendous increase in the imports from Barbados may be attributed to the co-operative advertising and marketing methods employed by the Barbados Molasses Association.

Taking into consideration the question of imports from the British West Indies it will be seen from the accompanying table of figures that while Canada imported 3,380,790 bunches of bananas during the year 1928, only 51,392 bunches came direct from the West Indies, the balance coming through the United States. Whereas British Honduras alone has an estimated available supply of 200,000 bunches of bananas yearly, while Jamaica, with a larger territory, produced 18,301,410 bunches in 1927, which is more than three times sufficient to supply Canada's requirements. With a protective tariff of at least 50c. per bunch on bananas coming direct from the British West Indies, and adequate steamship facilities to assist the newly formed organization in Jamaica known as the Jamaica Banana Association, there is no reason why this vast amount of trade cannot be diverted from the American channels through which it now comes. The item of bananas alone if imported direct would mean a tremendous increase in Canada's trade with the West Indies.

Other Commodities

In 1928 Canada also imported 10,575,228 pounds of grapefruit, of which only 453,461 pounds were imported direct from the West Indies. In the year 1927 Jamaica alone produced 67,781,240 pounds of grapefruit, more than six times enough to satisfy Canada's requirements. According to figures supplied by well known authorities Jamaica and British Honduras are capable of producing 800 grapefruit per tree with 80 trees to the acre, giving a total of 64,000 grape fruit to the acre. When it is considered that Jamaica and British Honduras have a combined acreage of 8,313,320, it will be realized that with the adoption of modern packing and grading methods, and capable marketing organizations, in the United Kingdom and Canada, there are great possibilities in the development of the fruit industry in these territories.

Products Satisfactory

Jamaica grapefruit secured the highest award, that of the Gold Medal, at the London Exhibition last year, and in fact secured first, second and third prizes over their African competitors, for best grading, packing and color, also scoring on other important points. South Africa last year exported 23,907 boxes of grapefruit into England against 56,419 boxes from the West Indies. In spite of the excellent qualities of the Jamaican grapefruit, practically the entire amount imported by Canada last year came from the United States, a condition, which like that of bananas, could be remedied by improved steamship service, and a protective tariff applicable during the period of the year when grapefruit can be obtained from the British West Indies. This could also be applied to pineapples and oranges, both of which are imported almost entirely from the United States.

Could Come Direct

During 1928 Canada imported 17,778,300 pounds of cocoa beans of which 3,052,000 pounds came from the United States. When it is considered that Trinidad and Grenada produce a grade of cocoa second only to that produced in Venezuela, and that Trinidad alone during the year 1926 produced 50,067,881 pounds, it is difficult to imagine why Canada should import over three million pounds through American channels.

Among other items which could be imported direct from the West Indies are the following: nutmegs, mace, vanilla beans, ginger, coffee, chicory, chicle gum, asphalt, crude petroleum, manila and sisal grass.

Canada's imports of chicle gum for the year 1929 were 1,186,255 pounds, of which 977,861 pounds came from the United States, whereas British Honduras alone has an approximate annual output of 3,206,172 pounds, almost three times that of Canadian requirements.

Several Others

In 1926 Nassau produced 3,200,000 pounds of sisal grass, and our statistics show that practically all sisal grass imported by Canada comes from the United States.

Although in 1928 Canada imported 974,502 cwt. asphalt, 968,841 cwt. of this was imported from the United States, in spite of the fact that Trinidad has an annual output of over 2,800,000 cwt.

Canadian imports of petroleum for the year 1928 were 709,924,337 gallons, of which 470,507,386 gallons came from the United States. Trinidad's annual exports are approximately 105,000,000 gallons. From geological reports this territory is capable of producing five times that quantity, and we may look forward to the day when Trinidad will be in a position to supply Canadian requirements for this commodity.

Trinidad and Demerara have a total annual production of approximately 725,273 pounds of rubber. Demerara with its vast area of 90,000 square miles is especially suited to the development of this industry, and with increased production should be capable of supplying a large percentage of Canadian requirements. Although imports from the British West Indies have increased substantially, it can be seen from the foregoing figures that there is still a great deal of room for expansion. As a matter of fact, if the commodities mentioned above were imported direct, Canada's trade would be increased by approximately $25,188,235.

On the other hand, a close survey of the preferential tariff rates enjoyed by the British West Indies on Canadian goods discloses the fact that Canadian manufacturers and exporters have not apparently taken any real steps to secure the benefits of the treaty which was effected in 1925. While Canadian exports of flour, fish, potatoes and lumber, the three latter commodities being produced chiefly in the Maritime provinces, have increased materially, there are numerous other items, including manufactured goods, which could and should be enjoying a monopoly in the British West Indies, such as pulverized coal for bunkering ships, and for factories equipped with automatic feeders, particularly in view of the fact that most of these items are granted a preference by the different islands. The following items will serve as examples, and it is significant to note that practically all these goods are imported by the West Indies from the United States in spite of the preference allowed on Canadian goods.

Tariff Preferences

Boots and shoes carry an average preferential tariff of 10% and an average general tariff of 20%. Confectionery an average preferential tariff of $0.16 and an average general tariff of $0.37. Electrical apparatus carries an average preferential tariff of 10%, and an average general tariff of 20%. Lard and domestic shortening an average preferential tariff of 10c. per 100 lbs. and an average general tariff of 15c. per 100 lbs. Machinery (including farm implements, machine shop and garage equipment) an average preferential tariff of 10% and an average general tariff of 20%. Paints and varnishes an average preferential tariff of $1.04 per gallon, and an average general tariff of $1.62 per gallon. Paper and paper products (including stationery, wrapping paper, etc.) an average preferential tariff of 10% and an average general tariff of 20%. Common soap an average preferential tariff of $0.77 and an average general tariff of $1.11 per 100 lbs.

Export Situation

Exports of potatoes and apples, two commodities produced in the Maritime provinces, could be increased by the adoption of suitable packages, such as boxes for fancy apples and crates holding approximately 60 lbs. net for potatoes. These packages would appeal to the householder, who cannot afford to purchase the larger packages. The crates suggested for potatoes would be a great improvement over barrels inasmuch as they would eliminate over-heating, which is chiefly responsible for losses sustained on this commodity through deterioration, and would therefore increase the volume of same.

Need Commissioners

There is great need of a marketing organization for the purpose of promoting standardization among producers and exporters in the British West Indies, and for increasing the popularity of West Indian products on the Canadian markets.

Having considered the matter from an impartial viewpoint and especially the results obtained by the Barbados organization through advertising and marketing their product in Canada under a registered trade mark, as well as the results of the efforts made by the Canadian Trade Commissioners throughout the West Indies, it would seem that this is an opportune time for the governments of the various islands to appoint some person or persons residing in Canada, at a central point, thoroughly familiar with Canadian and West Indian trade requirements, to act in the capacity of trade commissioner, with authority to make other appointments in the most important centres, and who would be supplied with a full line of samples of all commodities which the West Indies can profitably place on the markets of Canada, this agent or representative being in a position to advise the governments as to matter which might otherwise hinder development of trade. The duties of this agent would be to assist Canadian merchants in buying such West Indian goods as they may require and in such quantities and specifications as is required by their trade. If this course were pursued the results obtained through the co-operation of the different islands would more than repay any expenditure of money and efforts put forward by the governments for this purpose.

Principal Commodities In West India Trade

Trade of Canada with Bermuda, Barbados, Trinidad and Tobaga, British Guiana, British Honduras, Jamaica and other British West Indies

Fiscal Year Ending March 31, 1927 and 1928

Articles	*Canadian Exports to B.W.I. 1927	*Canadian Exports to B.W.I. 1928	Increase	Decrease
Apples	$ 10,203	$ 6,351	......	$ 3,852
Ammonia Sulphate	85,901	41,099	......	44,802
Aluminum	55	9	......	46
Automobiles	531,316	732,028	$200,000	......
Automobile Parts	1,806	4,254	2,448	......
Baking Powder	397	122	......	175
Books and Printed Matter	32,982	18,839	......	14,143
Biscuits and Pilot Bread (unsweetened)	57,621	50,593	......	7,028
Butter	454,857	504,148	49,291	......
Calcium Carbide	3,572	4,683	1,111	......
Cattle	3,234	740	......	2,494
Canvas Shoes	653	352	......	301
Cartridges	7,650	4,783	......	2,867
Cement	87,699	75,601	......	12,098
Coal	13,759	33,729	19,970	......
Cheese	186,496	284,312	97,816	......
Cotton Goods	11,723	10,623	......	1,100
Containers (n.o.p.)	80,388	87,297	6,909	......
Condensed Milk	576,372	483,167	......	93,205
Cordage	51,751	47,476	......	4,274
Eggs	1,741	28	......	1,713
Engines (all kinds)	77	......	......	......
Electrical Apparatus	10,708	40,533	29,825	......
Fish (dried, smoked and pickled)	1,529,981	1,640,381	110,400	......
Fish (canned)	235,962	198,512	......	37,450
Flour	6,345,005	6,406,727	61,722	......
Furniture	48,899	77,319	28,420	......
Glass and Glassware	16,122	8,242	......	7,880
Hay	45,498	38,750	——	6,748
Hardware	9,042	5,944	......	3,098
Iron Pipe and Tubing	2,551	3,274	723	......
Iron Vehicles (other than Automobiles)	975	850	......	125
Lard and Lard Compound	135,233	154,731	19,498	......
Lumber	595,470	662,885	67,415	......
Machinery (including Farm Implements)	2,476	1,551	......	925
Mattresses	223	318	95	......
Meats	425,188	478,925	53,737	......
Medicinal Preparations	69,924	82,532	12,608	......
Musical Instruments	4,215	5,804	1,589	......
Nails (all kinds)	78,025	111,761	33,736	......
Oats	406,158	593,718	187,560	......
Oilcake	266,685	302,786	36,101	......
Paper and Paper Products	71,939	109,640	37,701	......
Paints and Varnishes	43,535	44,418	879	......
Petroleum and its products	75,286	60,443	......	14,843
Potatoes	96,825	182,671	85,846	......
Rolling Mill Products	9,981	201,788	191,807	......
Rubber Goods	887,714	1,010,127	122,413	......
Shooks	109,306	81,582	......	27,724
Soap	54,345	50,975	......	3,370
Soda and Compound	29,792	40,900	11,108	......
Shingles	42,963	63,867	20,904	......
Staves and Headings	30,940	27,640	......	3,300
Sugar	577,554	745,302	167,748	......
Stationery	4,071	4,033	38	......
Tires	10,546	4,826	......	5,726
Whisky	1,665,850	1,609,988	......	56,862
Wire, Iron and Steel	619	359	......	260
Wool Clothing	5,593	6,461	868	......
All Other Articles	1,288,029	1,438,561	150,532	......

*Figures taken from the Dominion Bureau of Statistics.

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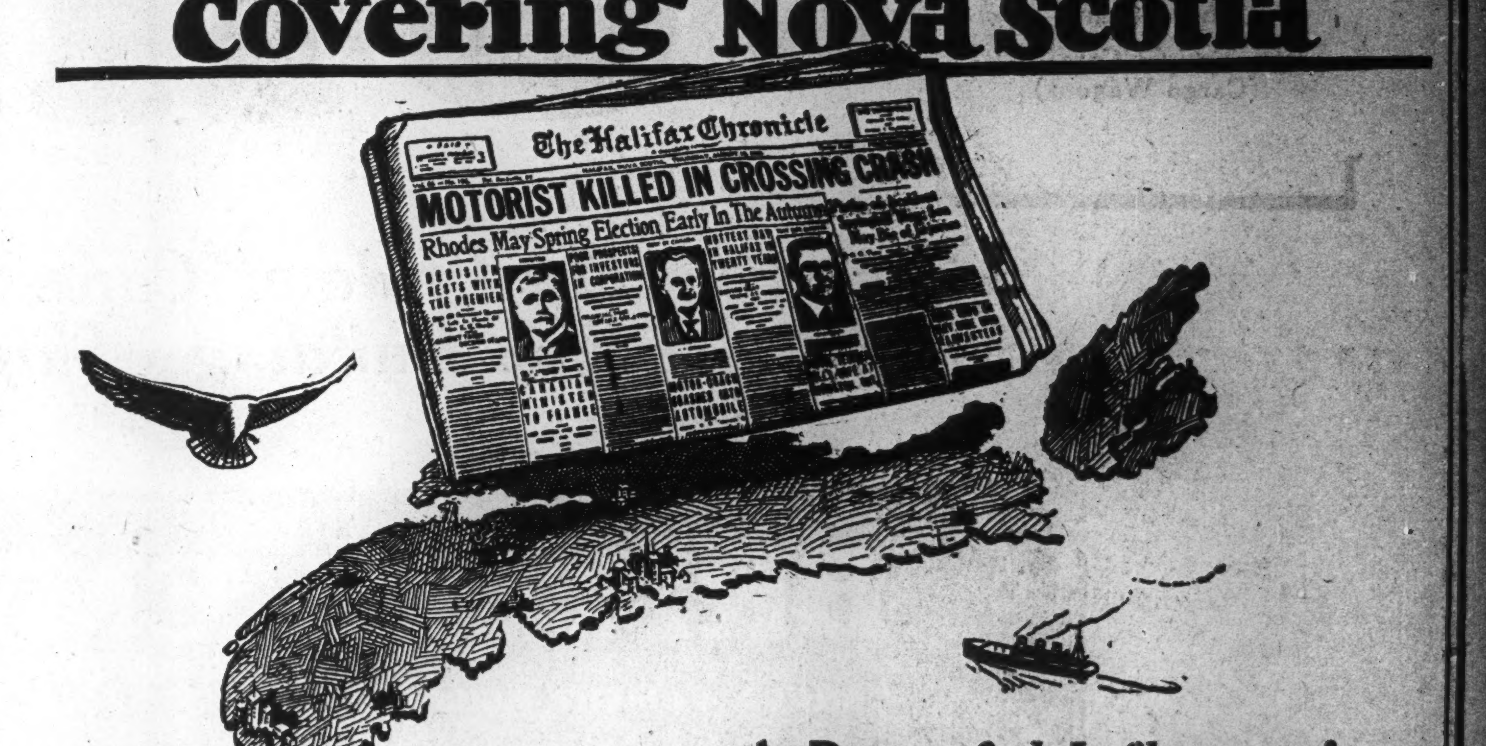
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GOOD RUN FOR MONEY

Sane Methods of Speculation, if Applied to N.S., Should Result in Profits

While a decided revival in mineral activity has just occurred in Nova Scotia, geologically, little is really yet known of the province. Operators in former days left no real records, either of their work or of the structures which they encountered. Large areas still await the activities of the intelligent prospector. Cape Breton Island is one of these areas where engineers feel rewards await those who have the courage to investigate its resources.

Mineral development in Nova Scotia is, therefore, only in its infancy—but is a healthy and rapidly growing infant. The revival of activity in coal, in metallics and in various forms of quarrying is naturally of importance to Nova Scotia. It is of almost equal importance to the Dominion as a whole, for continued betterment in conditions along the Atlantic seaboard is a necessity to the continued progress of prosperity in central and western Canada. A chain is no stronger than its weakest link.

Two Industries Only

Many centres in Nova Scotia have been dependent only on one industry. Lunenburg depends on fishing and Sydney on coal mining. Virtually, Nova Scotia is a two industry province. More sources of employment are needed to bring a larger measure of prosperity. This is being provided by the mineral developments now under way.

The province lies on the eve of a mineral expansion such as it has never witnessed. The situation surrounding the coal mines has, and is steadily, improving. The metallic resources of its hills are attracting capital and the products of its quarries are finding larger markets. All of which spells more varied sources of employment and greater prosperity.

Of course, heartbreaks are bound to follow the mineral development of the province, in the way they have followed all mineral developments elsewhere.

Attracted Large Operators

Many of the larger mining companies have already invested in Nova Scotia's gold and base metal areas. This indicates that the best technicists believe that the mineral possibilities of Nova Scotia are as great as those which exist elsewhere.

Just as great opportunities await the intelligent speculator in Nova Scotia as in other mineral sections of the Dominion. But due to the fact that metallic development there is yet only in its infancy, the principle of investigation before investment applies with added force to the offerings of stock which will be made from time to time.

But if the speculator is willing to take the time to investigate before buying into Nova Scotian projects, and if he places only a proportion of his total speculative funds into such projects, he stands just the same chance of success as speculators in mining companies with holdings located elsewhere in the Dominion.

In brief, then, development to date in Nova Scotia now warrants the intelligent investment of speculative funds. Probably, though, because of the fact that it is only a new field, more care must be exercised in buying into Nova Scotia mining projects than into purchasing stock of prospects organized to develop properties in proven areas. In either event, such investment must always be regarded as a gamble—but in Nova Scotia, such gambles have many attractions due, first to the undoubted mineral resources of the province, and second, to the fact that the rewards which await developments in a new field are naturally greater than those from proven areas.

Metallic Reawakening Brings Many Operators to Gold Areas of N.S.

Some Properties Have Been Proved — Base Metals More Than Promising Also — Operations Briefly Reviewed

The reawakening of interest in Nova Scotia's precious metal and base metal deposits has resulted in a decided mining revival in the province and, to-day, various groups are pushing developments vigorously in several of the mineral areas of the province.

The more important undertakings include the development by the British Metal Corporation, Novamac Mines and Power, Pioneer Mining Corporation, and the Huronian Belt Company.

To present a composite picture of developments in the province is impossible, but by reviewing briefly individual undertakings, some idea of the extent of the work now in progress may be obtained. One of the more important mining developments is the formation of a syndicate by W. H. Dennis, publisher of the Halifax Herald, which includes a group of Nova Scotia business leaders. The syndicate came into being about a year ago, and with it are identified Nova Scotians who will not lend their names to anything of a questionable character. The syndicate has, through its engineers, looked over several properties and is now carrying on development work on some of its more promising claims.

Novamac Looks Well

The one gold-producing property in Nova Scotia which is nearest to being a commercial success is the Novamac Mines and Power Corporation.

Novamac owns in all about 1,000 areas, distributed in five groups in the gold districts. The two more important groups of the corporation consist of 550 areas at Goldenville and 200 areas at Cochran Hill.

The mining activities of the corporation are chiefly confined to the Goldenville property where the mine has been driven down to a depth of 400 feet and some 500,000 tons of ore have been blocked out.

Successful There

On the Goldenville property there is a 20-stamp mill in operation and foundations have been laid for an additional 20 stamps, which are to be added to the mill as soon as underground work warrants the expansion. The stamps are at the property. This property was responsible for 80 per cent. of the total output of gold in the province last year.

It is the management's intention ultimately to develop waterpowers which it holds, in order to carry out mining on a larger scale and to provide the power to block out sufficient ore underground to permit large scale milling operations such as obtain in Northern Ontario. At Cochran Hill the corporation also has a mine with its own mill, but this 10-stamp mill has only been used for test runs.

Underground Work

Up to date the management has used the profits from milling operations to pay operating costs and to permit further developments underground. Those with a knowledge of the province's gold resources feel that the Novamac undertaking is very promising.

In addition to operators such as Novamac, some of the larger mining companies with interests elsewhere have also optioned properties in Nova Scotia. For instance, the Pioneer Mining Corporation has become interested in Nova Scotia metallics. The company has optioned a copper property at George's River, Cape Breton, and work is being carried on. One other copper property has been optioned and options have been acquired on one or two gold-bearing properties.

The Pioneer is an exploration and mining organization and, besides its Nova Scotia holdings, has the stock control of undertakings in other Canadian mineral projects.

Huronian Belt

The Huronian Belt Company has optioned a large property in the Wine Harbor Gold District. The Huronian Belt is interested in many successful Canadian mining enterprises and has met with encouraging success in the past.

Undoubtedly the most successful metallic operator in Nova Scotia to date is the British Metal Corporation (Canada), which is engaged in working a proven lead-zinc deposit at Sterling, Richmond County.

Operations commenced on this property in the spring of 1927. The ore consists of a mixture of iron, zinc-lead and copper sulphides carrying some silver values. In this mine the British Metals Corporation does not hold a prospect, but a real mine. Already sufficient ore has been blocked out to assure successful commercial operations. Next spring a concentrator will be built near the property to handle the ore. In reality this is Nova Scotia's first metallic mine—at least Nova Scotia's first modern mine.

Poor Methods

In years gone by properties have been mined successfully for a term of years and then dropped, but this was due to the inefficient methods in use at that time.

It is understood that the Victory Gold Mines is meeting with decided success in its Nova Scotia operations. To date, though, the company has been handicapped, as at its inception it received most unfavorable notoriety due to the high-pressure methods of a group in Boston which secured a block of the stock and promptly endeavored to, and did, unload it at optimistic levels. However, promising results are undoubtedly being obtained on the company's holdings.

Evangeline Mine

Another operator is the Evangeline Gold Mines which originally acquired some areas in the Oldham district. The company has obtained its best results, though, on its Miller's Lake holdings, where favorable results have been obtained and where the company holds 263 mining areas. Extensive work has been carried out at Miller's Lake, where an adequate mining plant has been erected.

An Ottawa group has interested itself in a copper property located near Sydney, Cape Breton. It is known as the Coxheath Copper Mine and in former days was brought to the stage where plans for a 600-ton mill and smelter had been completed.

Maritime Gold

The Maritime Gold Mines is another organization holding property in Nova Scotia, but the company requires financing before it can operate on a satisfactory basis.

The Acadia Gold Mining Company has spent a very large sum indeed in its operations at Oldham, about 30 miles from Halifax. Operations commenced about two or three years ago and the outlook for the future was regarded as satisfactory. At the moment, little information is forthcoming touching the operations of this effort controlled by U. S. interests. To date the undertaking has been amply financed, but apparently no startling results have been obtained.

Metals Mining

The Metals Mining and Smelting Corporation of Canada came into being in 1926 as the result of a merger of three well-known, old-time mining properties. The company owns the Boston-Richardson Mine in the Stormont district, the Montague Mine about seven miles from Halifax, and a tungsten property covering an area of five square miles.

Not much progress has been made at the first and last properties, but the management feels that sufficient has been achieved at the Montague Mine to enable it to operate on a commercial basis.

It is understood that the management proposes to obtain sufficient new capital to permit development at Montague enough to place that mine on a paying basis.

Those with a knowledge of the Montague undertaking feel that, while it will not be a large scale mining proposition, yet as a small scale producer it can be operated on a profitable basis.

Acadia Exploration

The Acadia Exploration Company controls and is developing a property at Brookfield Mines. In addition, this company controls 2,000 acres in the Northwestern Quebec copper-gold areas. At Brookfield, surface work is being carried on and a milling equipment is being improved to permit production as soon as underground developments warrant the step.

Another U. S. company operating in Nova Scotia is the Bower Mining Company which for a year or two carried on development work on its mine in the Kentville district. Work has been discontinued on the gold property and surface work commenced on an adjacent lead property where the showings are considered to be more favorable.

There are several syndicates owning properties and doing a certain amount of work each year on their holdings throughout Nova Scotia. Two of these are the Papke and Goudry Syndicate, the Indian Path Gold Prospecting Syndicate, and the Cameron Syndicate.

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Extensive Development Begins Throughout All Nova Scotia's Promising Mineral Sections

Never Has Lack of Ore Been the Reason for Failure in Any Individual Metallic Operation — Engineers Now Realize Potentialities of Province

MANY WELL FINANCED OPERATIONS NOW

Province Has Long Been Gold Producer — Industry Would Have Made Greater Strides But for Inefficiencies of Original "High Graders" — Large Scale Developments Now Under Way

Perhaps the most significant point about precious metal mining operations in Nova Scotia is the fact that in no instance has the lack of ore been quoted as the reason for the failure of any individual operation. With this may be coupled the fact that engineers who have made a study of the possibilities of the province are virtually unanimous in their belief that the ores can be developed on a large scale. These two facts are responsible for the recently reawakened interest in Nova Scotia's goldfields and also in the province's rich base metal ores.

At the moment, the British Metal Corporation has definitely proved up its base metal mine at Stirling, Cape Breton and next year a large concentrator is to be erected there. Several gold mines, while still in the prospect stage, hold great promise for the future.

But Nova Scotia is no newcomer in gold mining. For years gold has steadily been mined there. Over recent years gold mining has languished, except in recent months when a real revival has taken place.

To obtain a proper perspective of the present mineral situation in Nova Scotia it is necessary to know the story of precious metal mining there, which differs very materially from the history of other mineral areas in Canada. But for certain features of gold mining in Nova Scotia, the province would to-day be producing a much larger proportion of the gold production of the Dominion.

Was Large Producer

From 1860 to about 1903 Nova Scotia was a large gold producer. From 1903 until three years ago, the output gradually declined. Now it is increasing. There are many factors responsible for the decline. The cost of mining increased with the general all-round increase in the commodity price level. The cost of labor increased. Hence, under the inefficient and crude methods formerly employed, costs became too high to make metallic mining profitable.

In many places in the province there will be found old shafts put down by former operators. Frequently a group of as many as 20 shafts can be located in a row along one vein within a distance of 500 yards. Formerly, mineral areas or claims were only 250' by 150 feet. Thus, often 10 or more operators would sink shafts to tap one ore shoot. The cost of getting gold out under such conditions is obvious.

In the years up to, and including the gay 90's, drilling was carried out by hand and the ore was raised either by a horse hitched to windlass or by hand.

Distracted Attention

Then, early in this century, began the rush to the Northern Ontario fields and the results achieved at Cobalt eclipsed the developments at Nova Scotia. Attention was focused on Ontario to the detriment of Nova Scotia's mineral development.

Hence there can be no doubt that the decline in Nova Scotia's metallic output has been due, not to any absence of millable ore, but to these factors which have combined to place the Nova Scotian industry in a situation from which it is only just now beginning to emerge.

Moreover, the possibilities of Nova Scotia as a mineral area are only just beginning to be realized, for never in the history of the province has mining or milling been undertaken along the modern lines now in every-day use in Northern Ontario. Now, the various operators are prosecuting development along only efficient, sane and modern lines.

All Are Agreed

All geologists and mining engineers have reported favorably on the mineral potentialities of the province—save one. In 1906 the Nova Scotian government, in an endeavor to ascertain the reason for the decline in the gold output, obtained an engineer's report from T. A. Rickard. The report was in part unfavorable. It recommended that the mineral resources of the province could best be developed by the small type of operation confined chiefly to high-grade bodies. This practice had been prevalent in the past. The impression gained from the report was that there was no hope for any real development in the province along modern mining lines. Mr. Rickard's report had much to do with delaying the mineral development of the province.

Incomplete Knowledge

But offsetting these views, subsequent engineers and geologists who examined the province indicated that Mr. Rickard's report was derived from an incomplete knowledge of the facts. Such geologists as the late J. C. Murray and G. R. Faribault have both reported very favorably on the gold resources of the province. It is the more unfortunate that one partially adverse report should have had such an effect on the gold output of Nova Scotia, more especially as at the same time prominent engineers reported unfavorably on the prospect of obtaining gold in Northern Ontario. In any event the consensus of technical opinion now is that Nova Scotia has the ore which will allow large scale developments along lines which prevail elsewhere in the Dominion. Were not technicists agreed on the potentialities of the province, Nova Scotia certainly would not have experienced its present mining revival.

Have Ore Bodies

At the moment, some properties in Nova Scotia are in the prospect stage, others have located real ore bodies, others have a mine and are now to ascertain just how big a mine and how large a mill can be installed. Incidentally, there are mines operating at a profit with small mills. These have produced sufficient funds to finance underground development leading to the blocking out of larger ore reserves.

While a large number of the promising areas in Nova Scotia are controlled by various mining interests, yet the outlook for the future of the mineral development in the province is the more satisfactory, as more and more operators are turning toward Nova Scotia where they find they can obtain options on promising holdings at reasonable figures.

In a large measure the reawakening of interest in minerals in Nova Scotia has been due to the action of the Rhodes Government in changing the Mining Act and making it possible for those who are willing to carry out a genuine mining effort to obtain properties.

Delayed Work

Under the legislation in effect till about a year ago, holders of mining rights were not forced to carry out work on their properties. Thus the mining rights of the province were in the hands of speculators who were content to sit tight on their holdings without carrying out development work. They would only relinquish or sell their rights at ridiculous prices to prospectors or prospective operators.

The small 250 by 150 feet mining claims often permitted speculators to grab off one or two mining areas in the middle of a promising ore zone. Thus the speculator held up developments by demanding an excessive price for his holdings. But now the law has been changed and none can hold mining areas without working them. Moreover, a minimum of 20 areas can only be taken up, so that there is no possibility of small holders paying only a nominal rental per annum and delaying the work of genuine operators.

Strong Interests

Those with any real knowledge of Nova Scotia's metallic resources, along either technical or non-technical lines, feel that the province is assured of a steady and substantial growth in its gold and base metal mining industry.

During the past year, a number of large mining interests have turned to those with a knowledge of the province for information on the mineral situation which prevails there. The result has been a decided quickening of mining activity throughout Nova Scotia. There can be no doubt that the next year or two will witness a material increase in the general level of prosperity prevailing along the Atlantic seaboard resulting from the mineral activity now under way.

Now Awakens

Nova Scotia is now mineral conscious. Until recently, Nova Scotians themselves had little knowledge of the metallic wealth of their province and viewed somewhat sceptically the efforts of those who were endeavoring to win precious metals from its picturesque rocks.

But Nova Scotia is mineral conscious now. During the past year or so the provincial government by every means within its power, including the alteration and improvement of the mining laws, has encouraged prospecting and development from Cape Breton to Yarmouth. The gold production of the province has finally begun to increase. Further increases can be anticipated.

Changed Feeling

There is a changed feeling, too, regarding mining in the province. Formerly, no one in Halifax cared about the potentialities of the mineral disindeed, the whole province is aware of the activity which is taking place, and Nova Scotians generally are taking a keen interest in the development of the various properties. While the monetary increase in the output of gold in 1927 was not large, yet the increase in the output was not proportional to the marked increase in the exploration work which has been carried out. In many districts, strong mining interests from Ontario, Quebec and the United States have taken options on properties and are now actively engaged in developing and proving the presence of ore bodies, both gold and base metal, in the mining territories.

Chief Producer

The chief actual gold producer of Nova Scotia is the Novamac Mines and Power Corporation. This company has been making a success of its operations in Guysboro County. Milling, though, on a large scale has not commenced, as the operators are endeavoring to block out sufficient ore underground to assure turning the operations into a large tonnage project. Incidentally, Novamac's operations are probably the first which have ever been conducted in the province along the lines on which gold mining has proved so successful in Ontario. In the past the operators were content to erect small and inefficient milling plants which operated only at a profit when the miners were able to maintain an output of high-grade ore from day to day.

Now, however, there is a change in the mining methods of Nova Scotia. Operators realize that money cannot be made unless mining be undertaken along large scale mining lines.

Building Up Projects

Operators are now working along sound lines endeavoring to build up large scale projects capable of keeping a 200 ton or 500 ton mill in operation. In other words, the operators are now endeavoring to block out an amount of ore underground sufficient to keep the mills in operation permanently, rather than as in the past in an endeavor simply to find bodies of high grade.

Another satisfactory feature of the situation is the entry of strong mining exploration groups into the province. Companies such as the Huronian Belt, and the Pioneer Mining Corporation, have optioned many properties and are prosecuting vigorous development work this summer. Other exploration companies are working also. Furthermore, Nova Scotians themselves have formed a strong syndicate in an endeavor to locate a paying mine or mines.

Not Only Gold Though

But it is not only on the Nova Scotia goldfields that interest is centred. The results achieved by the British Metal Corporation in Cape Breton have led other interests to carry on work on some of the more promising base metal areas.

The curtain on the first act of the Nova Scotian mineral drama has been rung up. As the action of the play moves onward, it will be seen that fortunate results for the province will follow the sound mining practice now attending all Nova Scotian mineral developments. The reason for the past decline in the Nova Scotian gold output lies solely in the antiquated and uneconomic mining methods which prevailed throughout the length and breadth of the province in former days.

Is Easily Milled

The Nova Scotia Government Report on Mines gives the total gold production in the province at 2,307 oz., an increase of 956 oz., as compared with last year. This output was recovered from 15,847 tons of ore and was valued at about $47,000, equivalent to an average value of $3 a ton.

The low average value was due to the large percentage of ore crushed by the Novamac Mines and Power, which was working on a belt of low-grade ore. This property crushed 88 per cent. of the total ore milled in the province and made returns for 80 per cent. of the gold. The average value of its ore was $2.75 per ton, while the balance from the province averaged $5.35 per ton.

Economic Milling

Novamac's low-grade ore showed a profit over and above the cost of milling, the mill handling about 50 tons a day. Only the free gold was recovered; the gold in the sulphides was not included in the foregoing figures. Eventually the company will smelt its sulphides. This ore was run of mine which came from underground development and was not taken from the stopes.

Chance for Gamble

To date, the public has had little or no opportunity of speculating in mining operations in Nova Scotia. Most of the operations under way have been launched by the larger mining companies, which are more appreciative of the mining potentialities of the province than smaller mining organizations. Henceforward, though, the intelligent speculator will have just as satisfactory speculative opportunities offered him in Nova Scotia as those offered by other mineral provinces of the Dominion. That Nova Scotia has the ore bodies and can produce the gold is proved. The mines did so under the old-time, wasteful methods then in force. This opinion is backed up by the fact that such large mining operators as the British Metals Corporation have become interested in the field. There can be no doubt that both companies have obtained the best mining advice in their expansion programme in Nova Scotia.

New Capital

A wider realization and appreciation of the potentialities of modern mining and milling methods in Nova Scotia is what is now attracting new capital for mineral development to the province. While the output of gold from Nova Scotia has only begun to increase within the last three years, it is interesting to note that Nova Scotia has produced gold every year—even during the period at which mining development was at its ebb. Some of the companies in Nova Scotia have mills in operation. These mills are not comparable in size to the larger producers of Ontario. Nevertheless, one or two of them have paid their way for years and, indeed, have also paid the cost of underground development over a period of years. In the past, these promising little developments have been handicapped. They have found it impossible to obtain sufficient financing to permit large underground development and the blocking out of ore bodies of a size sufficient to warrant the erection of large tonnage, low cost milling plants.

Has Finances

But a change has come, not only in Nova Scotia, but throughout the rest of the Dominion. To the larger companies has come the realization that Nova Scotia has large millable ore bodies. To-day, financing for these prospects has been obtained. As the individual properties meet with success, the easier it will be to obtain financing for further development in other territories and in other mines.

Nova Scotia needs only money and energy to apply modern mining methods and to become a large producer of gold and other minerals. Funds have already begun to flow eastward to develop the province's mineral areas and with the natural energy of the Nova Scotian people aroused, the province is beginning to experience the results which are bound to follow the economic, modern development of its mineral territories. The work now under way is simply a prelude to a resulting mining achievement, comparable to the other successful camps in the Dominion.

$40,000,000 in Gold

Nova Scotia has produced probably in all some $40,000,000 of gold. The official figures since 1862 show a total of 967,000 ounces, which at $20 an ounce makes a total of close to $20,000,000.

But the official figures only cover about half the real output. In the early days many of the operators did not make returns. Then, too, there was a lot of bootlegging done by the miners. Thousands of rich nuggets were extracted from the ore and sold separately. In places, free gold in the ore is so rich that Nova Scotia operators still have to be on the lookout to guard against dishonest employees. Then, too, there were many small operations where gold was extracted from the rich ore zones simply with a mortar and pestle.

Ore of High Grade

From the official gold production figures, though, it is possible to obtain an idea of the grade of ore which has been milled in the province. The total official output to date is 967,169 ounces, which was produced from a total of 2,232,803 tons of ore. These figures show that the yield per ton was about $9—a figure comparable to that obtained in many sections of Northern Ontario. In some Nova Scotian areas a much lower grade has often been mined and milled very profitably.

But it is not possible to compare Nova Scotia and Ontario, for in the latter province the cyaniding process in use in the mills extracts about 97 per cent. of the gold from the ore. Under the methods used in Nova Scotia it is probable that not more than 4[illegible] per cent. of the gold was taken from the ore. Hence, Nova Scotian miners were milling steadily $18 or $20 a ton ore.

High Percentage

The mercury amalgamation tables used in Nova Scotia will extract a high percentage of the free gold, but throughout the entire province probably 30 or 40 per cent. of the gold is found in the sulphides. The mercury amalgamation process did not recover this gold and it was lost in the tailings. The mills operating to-day use a wilfley table after the free gold has been taken from the ore by the amalgamating table. The wilfley table takes out the rich concentrates from the tailings known as sulphides. These sulphides later can be smelted and a high percentage of gold obtained.

Nova Scotia contains large

Continued on page 37

Cape Breton's Ore Deposits Are Proven

Cape Breton like the rest of Nova Scotia is coming into its own as the mineral area. Many engineers have visited the island, acting in the interests of several large mining operators and mining companies.

Development work on a large scale will be carried out in Cape Breton, base metal formations of considerable extent and variety are known to exist and have been proven.

The chief operations at the moment are at the Stirling mines which are being developed by the British Metal Corporation; the copper deposits along the George River are under option to the Huronian Belt.

At the Coxheath copper mines near Sydney operations have been resumed by an Ottawa syndicate. Large scale developments are anticipated on these properties also.

But the British Metal Corporation has already a proven mine at Stirling and next spring a concentrator is to be erected to handle the production of lead-zinc ores from its mine.

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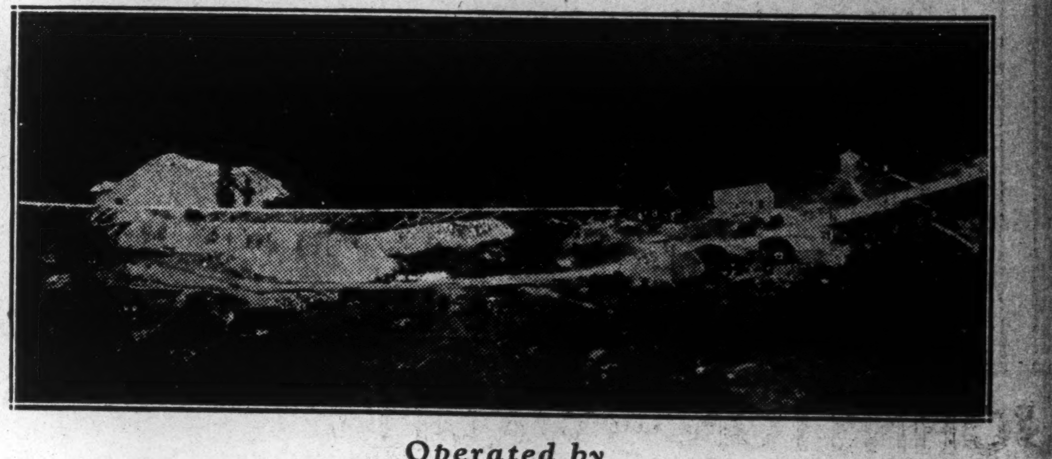

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The aerial view above shows the ore dump resulting from exploration work, the results of which have been so satisfactory that plans for the erection of a concentrator are under way.

Non-Ferrous Mining Properties examined with a view to purchase, operation or financing.

Mineral Wealth Includes Many Very Valuable Ores

A Résumé of the More Important Mineral Resources of Nova Scotia

By **HON. G. S. HARRINGTON**
Minister of Public Works and Mines

The foundation of one of Nova Scotia's fortunes seems to have been laid several million years ago, for this province is rich in minerals. It is not only generous treasure, but treasure that begets wealth.

We are all more or less familiar with coal, iron and gold, and are kept constantly reminded of these products both through the press and our daily associations with them. Except for a brief mention of those minerals, I will pass on to describe the occurrences of other minerals in the province of which very little has been said in the past.

Coal

We have long been accustomed to survey with pride the boundless resources of coal in Nova Scotia. The coal industry has reached large proportions and since the settlement of the labor difficulties has shown great improvement, and the prospects for steady work at the collieries during the coming winter months are very promising.

Iron

Iron ore, too, is widely distributed in Nova Scotia. All the deposits are well situated for fuel, flux and transportation. Several million tons were extracted from some of these deposits in the past, but the industry has lain dormant for several years due to the importation of iron ore from the Wabana deposits.

Gold

Gold mining has been carried on to a greater or less extent since the year 1860. The records of the Mines Department show that 966,862 ounces of gold have been recovered to date.

Much reference has been made in the last two years to the arsenical content in the ores of some of the gold districts. This mineral carries gold values which cannot be recovered by amalgamation. When concentrated from the tailings the gold can be recovered by smelting the concentrates and the valuable byproduct of white arsenic now so much in demand is also recovered.

Antimony

Auriferous stibnite, or a sulphide of antimony containing gold values, was discovered at West Gore, Hants county, in the year 1880. This deposit, as well as others near Rawdon, was worked for several years. In 1908 the operating company got into litigation and work was discontinued. The size and value of the ore bodies was well maintained and efforts are now on foot to recommence operations on this mineral. There is no antimony ore mined in the United States and practically all the ore to-day comes from China.

Barytes (or Barite)..

The mineral barytes (heavy spar) is the sulphate of barium. It is very easily distinguished by its weight, and when not stained by other mineral oxides is white or colorless. The white varieties are most in demand by the trade, but the colored varieties can be used to a limited extent in certain classes of work.

Deposits have been worked at Cape Rouge, Scotsville and East Lake Ainslie, Inverness County; River John, Pictou County; Five Islands and Middle Stewiacke, Colchester County. The largest deposits so far developed are located on the east side of Lake Ainslie and have been worked for several years.

Diatomaceous Earth

Diatomaceous earth, also known under the various names, infusorial earth, tripolite, kieselghur, etc., is found in many places through the province. It is composed of the siliceous remains of microscopical diatoms which existed in the waters of our lakes, and their accumulation is found to-day at the bottom of many of our lakes and swamps.

It is very light, porous and chalk-like in appearance. This lightness and porosity give it great absorbent power. There is a good demand for this commodity, especially the white grades, and it is regrettable that our deposits are not being exploited to a larger extent.

Feldspar

Feldspar is a name assigned to a mineral group consisting of a large number of members. It is essentially an aluminum silicate of the alkalies. The potash feldspar known as orthoclass feldspar occurs as a pegmatitic phase in the granite at Governor's Lake, Halifax County, and at Neil's Harbor, Victoria County.

Granite

Granite has been used to a limited extent for structural work and for paving purposes, and, owing to its wide distribution in the province, it is found at many places where there are good shipping facilities.

There are many localities where rock of excellent quality is found. It has a fine grain, is hard and takes a splendid polish for monumental and ornamental purposes.

Limestone and Dolomite

The mineral limestone is a rock common in most countries. It occurs in many colors and varying shades. Its physical properties vary from those of the soft varieties to those of the more compact, granular or crystalline texture. The latter are usually known as marbles, and those having exceptional qualities are much in demand.

Quicklime or burned limestone is one form in which lime is very much in demand. Limestone has many uses, either alone or as a component part in various industrial and chemical processes. Limestones, marbles, fossiliferous limestone, and limestones possessing hydraulicity are found in many localities in the province.

Dolomite, which is magnesium limestone, is also found in several places. The deposit at George's River, Cape Breton County, is being worked extensively by the Dominion Iron and Steel Company.

Silica

Quartz is the most abundant of minerals in the earth's surface. It is mostly used in the form of sand, but it is also used in many other forms. About two-thirds of the silica used in Canada is imported. The various forms of occurrence of silica in the free state are as vein quartz, quartzite, sandstone and silica sand.

Recently the deposits of silica sand and molding sand at River Denys, Inverness County, have been opened up by the River Denys Sand and Clay Co., and a deposit of quartzite at Leitches Creek is being quarried by the Dominion Iron and Steel Company for use at the steel plant at Sydney.

Slate

Slate is a term applied to a fine-grained rock, that has a more or less perfect cleavage, permitting it to be split into thin, smooth sheets. Varieties differ widely in color and texture and have a variable range in chemical composition. The first uses for slate was for roofing material, due to its fireproof and durable qualities. But contrary to the general impression, the large portion of the slate produced to-day is used for inside purposes rather than on the outside.

Slate occurs at many locations in the province, namely, at Beaver Bank, Halifax County; New Minas and North Alton, Kings County, and in the Gore District, Hants County.

The slate trade is a growing industry and Nova Scotia, with its large deposits of excellent slate material, should be sharing in the profits of this trade.

Salt

Many deposits of salt are indicated in the province by saltsprings and "sinks," or have actually been located by bore holes. At the present moment we have not even a rough idea of how much salt exists, but the evidence points to a vast amount. Through the energy and foresight of A. R. Chambers, of New Glasgow, a fine deposit of high-grade salt has been developed at Malagash, Cumberland County.

We are quite familiar with the union of iron ore and coal, but the union of salt, coal, limestone and ammonia, all of which we have abundant supplies at hand, offers a more interesting union and renders possible the establishment of profitable chemical industries in the province in the near future.

Molybdenum

Molybdenite is the most common ore of the metal molybdenum. It occurs in foliated masses or scales, resembling graphite, but differs from the latter in giving a greenish streak. It occurs at Gabarus and Gaspereaux River Road, Cape Breton County; Hammonds Plains and Musquodobiot, Halifax County; Chester, Lunenburg County; Jordan Falls, Shelburne County; Chegoggin Point, Yarmouth County, and North River, St. Anne's, Victoria County.

Mica

Deposits of mica have been found in several places in the province, and it has been known to occur in considerable quantity at Mica Hill in the vicinity of Neil's Harbor, Victoria County. Several test pits have been sunk on that property, disclosing good muscovite mica. Now that ground mica and all trimmings are in demand for many industries, a further investigation of the mica prospects of the province are worth considering.

The Clyburn Valley, Cape Breton, offers possibilities for the occurrence of mica and feldspar. Yarmouth County has also produced some showings of mica.

Manganese

The manganese ores found in Nova Scotia are noted for their purity. They occur at many places in the province, notably in the section of Hants County extending between Tennecape and Walton; the new Ross district, Lunenburg County, and Enon and Salmon River, Cape Breton County. In these districts very high-grade pyrolusite has been mined at intervals and over 10,000 tons have been reported as shipped from the province.

Magnesite

Very little has been said in the past about magnesite, which is one of the economic minerals of Nova Scotia. It is the natural carbonate of magnesium and is principally used as a refractory lining for basic open hearth furnaces, copper reverberatories and metallurgical furnaces. For these purposes it is "dead burned."

For some years the Nova Scotia Steel and Coal Company obtained this material from a deposit at River Denys, Inverness County, and it has been reported as occurring in the vicinity of Whycocomagh.

There is no doubt that the plastic calcined magnesite is steadily coming into more general recognition and favor for interior walls and floors of buildings, and the market created for this material may be extended tremendously.

Tungsten

Tungsten seems to have been known for many centuries, but its use on any large scale began only in the last half-century. Scheelite and wolframite are the principal ores of tungsten. It is notable that in nearly all the tungsten-producing areas in the world, except California and Nova Scotia, wolframite is the principal ore of tungsten.

Scheelite, a combination of lime and tungstic acid, is the mineral found in Nova Scotia, and it is easily detected by its density, being very heavy and cf a light-yellow color. Since the discovery of scheelite at Stillwater Brook, it had been found in the workings of Moose River Gold Mines, and Moose River Gold Mines, and at many points in the province.

The new finds at Waverley, Halifax County, and Indian Path, Lunenburg County, have been opened up and developed during the past season with very promising results.

EXTENSIVE DEVELOPMENT THROUGHOUT ALL NOVA SCOTIA

(Continued from page 36)

ore bodies of a grade more than high enough to produce satisfactory yields, coupled with the frequent occurrence of high-grade ore running up to $350 or more a ton.

No Knowledge

No real knowledge of the ore deposits of Nova Scotia has been developed from former mining operations. Underground development work in the past has provided the present operators with no real knowledge of the structures which they are encountering.

The reason for this unfortunate situation lies in the fact that mining operations in the past were carried on by those entirely inexperienced in commercial mining, with insufficient capital and by improper methods. No attempt until a year or so ago had been made to explore the various mineral deposits of Nova Scotia by any organization which makes a business of mining and has operated successfully elsewhere. Moreover, in former days, the operators did not have the knowledge to be able to present to the provincial government the facts which would allow the proper compilation of material which, when co-ordinated, would present a complete picture of the mineral deposits of the province.

Old Haphazard Methods

How little is really known of the Nova Scotia ore deposits may be judged from the fact that two theories have been advanced as the basis for the location of the ore shoots, but neither of these theories has been proved or disproved because of lack of evidence. While the amount of gold which has been mined and milled in the province is shown elsewhere in this issue, yet there is no knowledge in existence touching the width of the veins from which this gold came or what percentage of the total development done could be regarded as pay ore.

All this, of course, is due to the haphazard methods which obtained in former days and it is significant, in any attempt to assess the future outlook of mineral development in the province, to remember that no attempt until recently has ever been made to block out systematically large ore reserves. Mining formerly in Nova Scotia was a hand-to-mouth business. As long as the vein could be followed, mining continued. When the vein gave out, mining ceased.

First Discovery

Gold was first noticed in Nova Scotia about 1835, but the first discovery which resulted in any operations was made on the Tangier River in 1868. From 1868 onward, Nova Scotia steadily produced gold year by year.

Of such a high grade were these discoveries that they were regarded as bonanzas and the claims were fixed at a size of 20 by 50 feet, later to be increased to 50 by 150 feet, and then later to 250 by 150 feet.

How mining was carried on in the early days may be judged, said J. C. Murray in a paper on gold mining in Nova Scotia, when a contemporary writer mentions with awe a milling and mining plant worth $6,000. From the size of the figure, how primitive the methods in vogue may be judged.

Used Cordwood

At the mining plants, cordwood and coal supplied power through inefficient steam plants. In some places water wheels were used. All in all, power was extremely costly. This, coupled with other inefficient methods in vogue at the time, is one of the reasons for the irregularity in the annual output from the province. Often mills were fed by hand and never was there enough ore provided to keep the mills operating steadily.

Hence, it can be seen that only the highest grade of ore was mined under these conditions. When a tub of ore arrived at the top of the shaft, unless it contained a lot of visible gold, it was simply thrown away on the dump, although in many instances it was as good, or better, than the ore sent to the mill.

For many years, people in Nova Scotia have worked over these dumps; sometimes using a hand motor and pestle, and sometimes putting small stamp mills into commission. For a number of years this was a regular vocation of a large number of workers. Some of them made a good living out of it. Even at that, it is to be doubted if they saved more than 40 per cent. of the gold in the ore they treated.

Costly Process

Costly and wasteful mining and milling, costly power, lack of ore reserves, "high-grading" the ore, and the attractions of other mining fields, are the chief reasons why mineral development in Nova Scotia has been delayed until the present time. So recently as last autumn one company was making a profit on milling and treating the tailings of one of the old mills.

The following figures show the gold output of Nova Scotia from 1862 to date, but as has been said, only a proportion of the total output is included in these official figures:

Year	Material Crushed Tons	Total Gold Extracted Oz.	Dwt.	Gr.
1962	6,473	7,275	0	0
1963	17,002	14,001	14	17
1864	21,434	20,032	18	13
1865	24,423	25,454	4	8
1866	32,162	25,204	13	2
1867	31,386	27,341	11	11
1868	32,262	20,514	6	10
1869	35,147	17,868	0	19
1870	30,829	19,866	5	5
1871	30,791	19,227	7	4
1872	17,093	13,094	17	6
1873	17,708	11,852	7	19
1874	13,844	9,140	13	9
1875	14,810	11,208	14	19
1876	15,490	12,038	13	18
1877	17,369	16,882	6	1
1878	17,990	12,577	1	22
1879	15,936	13,801	8	10
1880	14,037	13,234	0	4
1881	15,556	10,756	3	2
1882	12,081	14,107	13	20
1883	25,954	15,446	9	23
1884	25,147	16,059	8	17
1885	28,890	22,202	12	20
1886	29,010	23,362	15	13
1887	22,280	21,211	7	18
1888	36,178	22,407	13	10
1889	39,160	26,155	6	13
1890	42,749	24,359	9	9
1891	35,212	23,391	0	0
1892	33,633	21,080	3	18
1893	28,040	14,030	5	7
1894	39,333	14,980	7	13
1895	58,082	22,112	7	21
1896	65,873	25,596	14	6
1897	76,559	26,579	19	21
1898	86,331	31,104	17	0
1899	104,122	27,772	12	3
1900	65,744	30,399	4	14
1901	87,992	30,537	14	0
1902	192,076	28,279	5	13
1903	92,645	25,198	4	18
1904	62,616	14,279	8	14
1905	72,252	16,782	11	5
1906	65,278	14,079	13	23
1907	66,060	15,007	5	8
1908	59,797	11,991	0	0
1909	59,058	12,597	12	13
1910	49,558	10,675	13	16
1911	18,319	8,389	12	4
1912	15,868	4,948	19	20
1913	7,324	2,364	12	22
1914	13,156	3,158	4	10
1915	25,204	7,215	1	20
1916	18,354	4,963	7	13
1917	5,916	2,295	16	5
1918	1,630	1,279	3	11
1919	1,362	935	13	3
1920	858	744	10	15
1921	1,650	378	17	6
1922	4,837	865	6	13
1923	2,273	535	11	13
1924	1,779	750	3	3
1925	7,749½	1,526	3	3
1926	7,224½	1,350	10	7
1927	15,847	2,306	9	12
Total	2,232,803	967,169		

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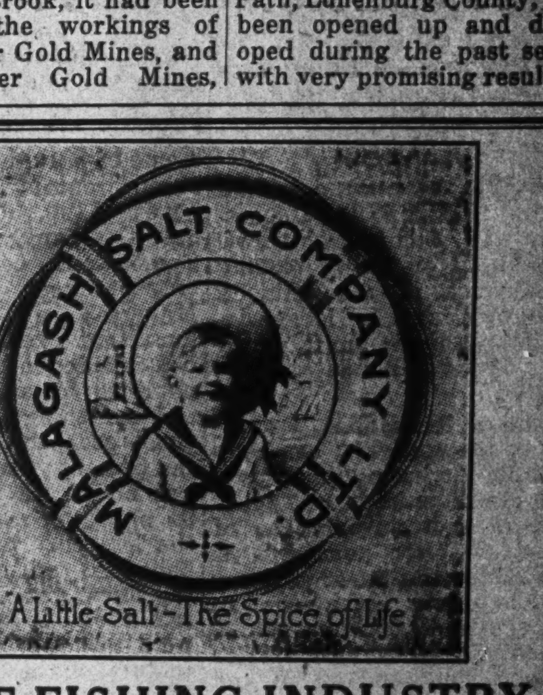
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From a comparatively small output in 1864 up to the largest production of skates in the British Empire, is a record any industry might well be proud of. This is the enviable record of this company who, to-day, are shipping skates to every part of the world where skates can be used; shipments which total yearly the second largest output in the world.

One of the greatest reasons for the popularity of Starr Skates and other products manufactured, is the fact that every model is up-to-date, and fulfills every requirement that users of skates could possibly desire. A product which improves with time and increases its output as Starr Skates have done during the period of 63 years, must have some elements of superiority that less favored lines do not possess.

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DIATOMS TO BE OF IMPORTANCE TO NOVA SCOTIA

Two Properties Being Operated Producing Mineral of Importance

Figures recently compiled by the United States Department of Commerce throw some light on the increasing importance of diatomite, a mineral found in large deposits in Canada but in which production has scarcely started.

The United States, according to the statistics, has been steadily increasing its production of diatomite in late years and in fact an increase of nearly twenty per cent. is shown for the latest year for which figures are given. In 1926, over 79,000 tons of this mineral, used as an insulator against heat and sound and for various industrial purposes, was mined in the United States. At the average value at the mines this production was worth over $1,000,000.

Diatomite, also called diatomaceous earth, tripoli, infusorial earth and kieselguhr, is composed of the fossil remains of microscopic marine plants known as diatoms. It is found in Canada principally in the Maritime Provinces and at Quesnel, in British Columbia. The deposit in the vicinity of Quesnel occurs in beds forty feet thick and extending over a large area. Upwards of one hundred occurrences of diatomite are known in the Maritime provinces where the material occurs in the bottoms of ancient and existing lakes.

Hitherto, mined only in very small quantities in Nova Scotia, the outlook is that diatomite will become a product of some importance in Canada. Recently a large deposit of large magnitude, stated to be the largest in eastern Canada has been under development at Digby Neck, Nova Scotia, and development of the deposit at Quesnel, British Columbia, is also being undertaken.

Interest in diatomite is principally because of its value as a heat insulating material. Composed almost entirely of silica, the skeleton remains of the microscopic organisms have many minute air spaces, hence its value as a heat insulator, and bricks cut from the compressed beds of diatomite are extensively used for lining furnaces. It is also widely used in industry as a filtering medium, for abrasive purposes and as a filler in paints, rubber, etc. A new use is as an ingredient in concrete.

Canada produced only 266 tons of diatomite in 1927 which was exported to the United States for final treatment. Imports were not separately recorded but according to the department of mines they amounted to about 2,500 tons.

Diatomaceous earth has for many years been extracted in a small way in Colchester county, N. S., by the Oxford Tripoli Sales Company. This year a second company, Scotia Diatom Products, has opened extensive deposits and started producing similar material near Little River in Digby county.

Gypsum Output is Thrice That of Other Areas

Gypsum was mined in Nova Scotia as early as 1829, but it is in recent years that the industry has had its most remarkable expansion. The present output of over 800,000 tons annually is more than three times that of all the rest of Canada. Gypsum deposits containing an excellent grade of material are widespread in the central and eastern parts of the province and are extensively worked in a number of localities. The chief producing centre is in the vicinity of Windsor, in Hants county, though there is an increasingly large output from a number of quarries scattered over Cape Breton Island, and the Canada Cement Company have recently opened large quarries in Antigonish county, on the mainland. In spite of the large production very little gypsum—less than two per cent. of the output—is calcined in the province, nearly all of it being shipped to United States points.

Malagash Salt Brings Growth in Production

Salt mining is the third most important and youngest mining industry in Nova Scotia. Commencing with small shipments in 1919 the value of the annual output is now well over $100,000. Malagash Salt Company, at Malagash, Cumberland county, is the only producer. Parts of the Malagash salt beds are so pure that excellent commercial grades of salt can be obtained by simply crushing and screening the rock as it comes from the mine. During the present year the company has added an evaporator to its plant, by means of which the less pure portions of the beds also can be utilized and the finest grades of domestic salt added to its commercial products. An interesting feature of the Malagash salt beds is the presence of potassium salts, which may ultimately be found in sufficient quantity to make their recovery profitable.

CANADA ELECTRIC NOW OPERATING WITH LOW COSTS

Produces Low Cost Power at Pithead from Pulverized Fuel

By N. T. AVARD
General Manager, Canada Electric Co.

Coal mining in the so-called Maccan district has appeared rather dwarfed in recent years when compared with the larger developments which have taken place in the Cape Breton area. Still about eight hundred men find employment in the different mines now being operated.

Operating conditions are not as favorable as in other parts of the province, due principally to the smaller seams. The coal for the most part runs from twenty-four inches to forty inches in thickness. In some places, clay bands between two small seams increases the height to be mined and as this clay can be easily separated from the coal, the increased height enables the thin seam to be worked with advantage. Very little trouble is experienced with gas and for the most part open lights are used.

Electric power has been the salvation of this coal field. Had it not been for this advantage, I do not think it would have been possible for this district to continue to exist through the present highly competitive market.

In 1906 the Maritime Coal Railway and Power Company built a power plant adjacent to their mine at Chignecto and thus became the pioneer distributors in Canada of electricity from the pit mouth. In 1912, a transmission line was run through the mining district to Joggins, and their own mines at that point were the first in Nova Scotia to be completely equipped with electricity and the first to use electric coal cutters. In this way, a great impetus was given to the long wall method of mining in Nova Scotia. Now, all the mines in the district use electricity with great advantage for pumping and haulage, and in some cases for mining as well.

Largest Operation

The Maritime Coal, Railway and Power Company is the largest operator in the district. Their experience in submarine mining is interesting and contrary to that in the Cape Breton field. In 1907, they opened a mine at the shore line of the Bay of Fundy at Joggins with the intention of mining a large area under the bay.

Good progress was made for some time, but after the mine had been carried about six thousand feet under the bay, shale bands began to appear in increasing numbers and it became apparent that the coal seam was running out. This mine has now been abandoned. The company has opened a new slope about two miles inland on the same seam. This is now down over eighteen hundred feet and the prospects are bright for a large mine being developed at that point. This company is also operating two other smaller mines at the present time. The head office of the company is at Amherst and the following is the personnel of the executive: Wm. Hanson, chairman; R. Wilson, Jr., president; Hon. Walter G. Mitchell, vice-president.

Other companies operating in the district are Victoria Coal Company, Boston Coal Company, River Hebert Coal Company, Canadian Coal Company and the Amherst Coal Company at Fenwick.

Competent authorities have estimated that there is over 150,000,000 tons of mineable coal in this basin. Not all of it is of the best quality, but seams now being operated are producing a good grade of domestic and steam coal. More recently, due to closer price conditions and more intensive competition, the location has made it very difficult to market the output in the summer months. Full time is worked from October to March, for the balance of the year, much short time is in evidence. The Maritime Freight Rates Act, as recommended by the Duncan commission, has relieved the situation to some extent, and the latter order-in-council, when properly revised to apply equitably to this district, will give further relief.

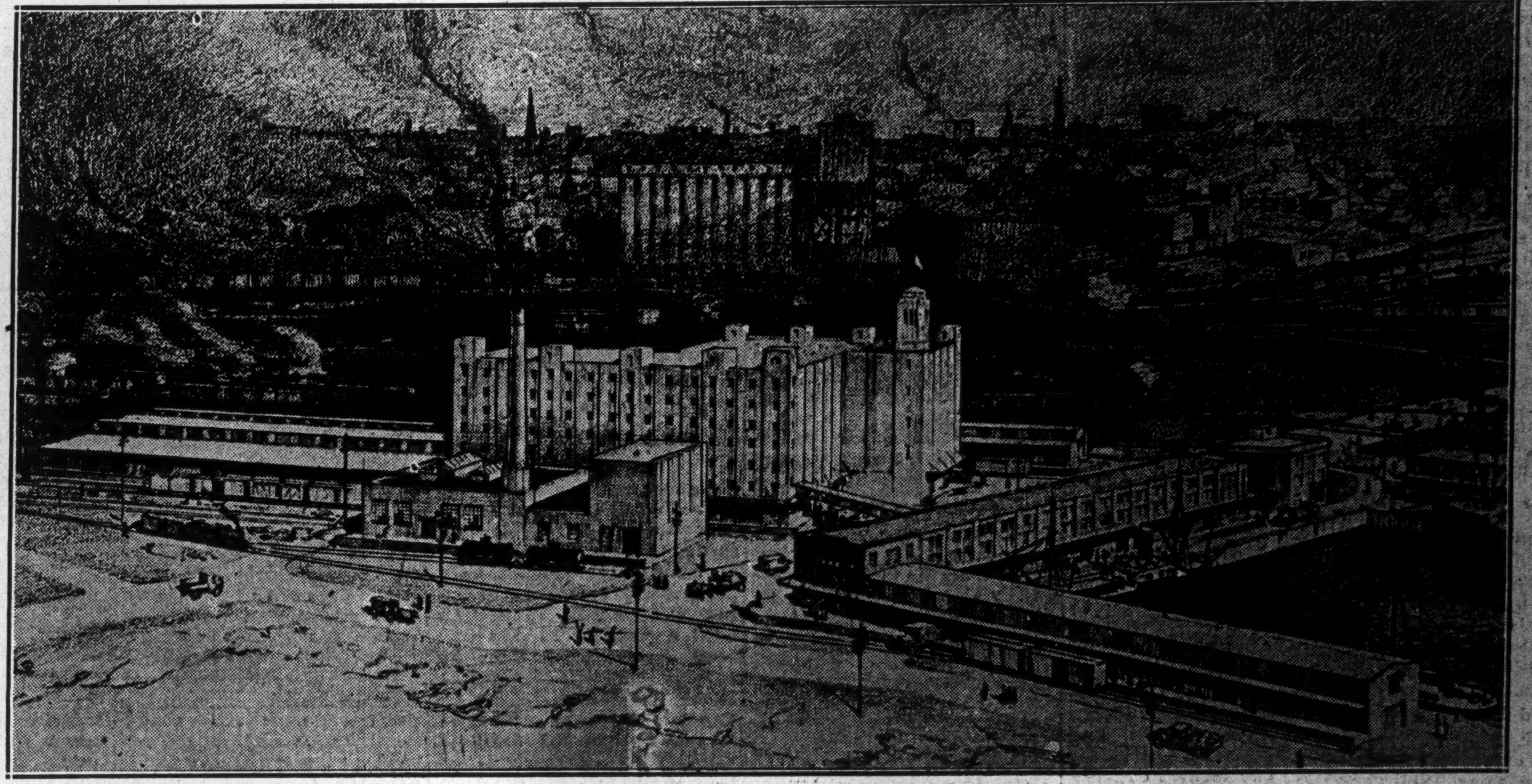
The Maritime Railway, owned and operated by the Maritime Coal, Railway and Power Co., runs through the coal basin from Chignecto to Joggins, giving rail connection to the Canadian National at Maccan Junction, and to the water shipping facilities at Joggins. At present, only Bay of Fundy trade is available for water shipments but with the completion of the Chignecto Canal, a much larger market will be opened up for this method of delivery.

The utilization of pulverized coal at the power plant of the Canada Electric Company at Maccan with such marked success has demonstrated the fact that coal of lower grade can be used in this way with remarkable advantage. The enlargement of this type of coal consumption, which seems highly probable, will make it feasible to operate seams of poorer grade than is now possible. Up until a short time ago, it was not considered practical to use pulverized coal in plants smaller than six thousand to eight thousand h.p. Very recently, developments, h ever, have made it advan ous to use this type of in plants of two thousand or less.

There has been a remarkable grow in recent years in the scallop indust of Digby and Annapolis counties, an the other day sixty boats left the respective stations for the first fa trip to the scallop grounds in the Ba of Fundy.

During the period from June 1st September 30th, 23,807 automobiles tered Nova Scotia, an increase of [illegible] over the same period of 1927.

The Foundation Company of Canada Limited and Associated Companies is one of the largest Engineering and Construction organizations in the world



Artist's drawing of the Nova Scotia Public Cold Storage Terminals at Halifax, now under construction by the Foundation Company. This is one of the four important construction jobs being carried on by our company in Nova Scotia at this time.

Contributing to the Solid Expansion

of the Province of Nova Scotia

THROUGH its construction programme in Nova Scotia, The Foundation Company of Canada Limited, and its associated companies, is playing an important part in the enduring growth of the Province.

The Nova Scotia Public Cold Storage Terminals at Halifax; the Mersey Paper Company's Newsprint Mill at Brooklyn, N.S.; the Nova Scotia Power Commission's Hydro-Electric development on the Mersey River, Liverpool, N.S.; and the new hotel and station of the Canadian National Railways at Halifax represent construction jobs of major importance.

In recognition of this, together with our faith in the splendid future of the Province, the Foundation Maritime Limited was formed to bring the fullest effectiveness of The Foundation Company's service to Maritime clients.

The work already in progress in Nova Scotia, in its diversity and magnitude, demonstrates again The Foundation Company's versatile and efficient ability to meet any construction needs.

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OF CANADA
LIMITED

Associated with The Foundation & Construction Company of Ontario Limited
and
Foundation Maritime Limited, Halifax, N. S.

MARITIME FISH HAS PERFECTED RAPID FREEZING

New Process Which Speeds Up Freezing Also Improves Preservation

From Our Own Correspondent

That "Canada has a wonderful heritage in its fishing banks, the finest of their kind in the world," and that the time is imminent when the Canadian people will regard the fishing industry as a greater medium for the investment of capital, is the opinion of A. H. Brittain, vice-president and managing director of the Maritime Fish Corporation.

For thirty-three years this corporation has been an important factor in the development of the Maritime fishing industry, and to-day the company is in a position to contribute in no small degree to the further expansion of this great business.

The company has recently completed a long period of intensive research work in the vital matter of freezing fish, and the result of this research has enabled the company to put into effect the new rapid freezing process. This process is a tremendous development in freezing and should be reflected in a materially increased distribution.

Quicker and Better

By this new means of rapid freezing, fish are frozen in an hour and are preserved in a much better state than formerly. The old process took anywhere from 10 to 20 hours to complete, and the fish to some extent lost their freshness due to a disintegration of the cells. By the new method, which the Maritime Fish has now perfected, the fish are frozen immediately they are landed and kept in perfect preservation indefinitely. Moreover, the rapid freezing does not harm the cells as heretofore, with the result that the fish are distributed and consumed in their original state.

Maritime Fish operate trawlers equipped with the most modern equipment. Wireless now plays an important part in the operation of the trawlers, and by this means the shore offices can keep in touch with the fleet regarding the catch and market conditions. The trawlers are out for a week at a time and operate day and night.

By-Products

With the development of the fishing industry has come a great development of by-products. These include cattle food, poultry food, and oils of various kinds, which all tend to increase the total revenue derived from the catch. Even the skins of some fish are now being used in different ways, and one enterprising firm uses them as a means for making an artificial pearl. Fancy bags with a fish skin covering form another outlet for a by-product that has not had a market to date.

The Maritime Fish Corporation should benefit considerably by its new rapid freezing process through the development of a wider market and a greater consumption.

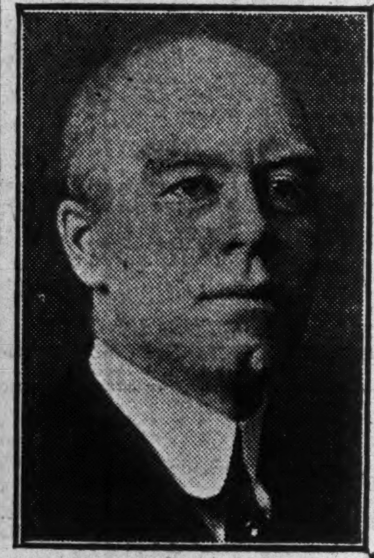
Even now the company sells a large portion of its catch in the United States and, in view of the tariff wall, this business reflects on the excellence of the company's products.

As the harvest is reaped on the western wheat fields, so the harvest from the Maritime fishing banks must be reaped, and the growing importance of this industry is one which is more and more being watched with interest by business men.

DOMINION COAL HAS EFFICIENT NEW SHAFT

Much the greater part of Nova Scotia's coal output comes from the Sydney coal field in Cape Breton Island, which is not only the largest in the province, but the most highly developed and productive in the Dominion. The recently completed No. 1 B shaft of the Dominion Coal Company, sunk primarily for the winning of undersea coal, is one of the best examples on the North American continent of the application of modern devices and methods of permanent construction to the needs of the coal miner.

Heads Fish Company



A. H. BRITTAIN,
vice-president and managing director of the Maritime Fish Corporation.

CONSTRUCTIONAL ACTIVITY GREAT IN CHIEF CITY

Halifax Benefits Very Materially from Building Boom This Year

Halifax is benefiting very materially from the revival in construction which has taken place in the city. The substantial increase in constructional activity there this year is, of course, merely a reflex of the much bettered business conditions prevailing generally throughout Nova Scotia.

Among the principal items of construction are the Nova Scotia Public Cold Storage Terminals, Limited, involving an outlay of upward of $2,000,000; Purdys' Garage on Morris Street, $75,000; Argyle Garage, $115,000; addition to Presbyterian Church, Grafton Street, $12,000; Imperial Filling Station, Spring Garden Road, $15,000; Trinity Church, $60,000; Bethany Church, $25,000; Lord Nelson Hotel, $800,000; Infectious Diseases Hospital (practically completed), $90,000; T. Eaton Company Building, (when completed), $500,000; extension to the premises of Colwell Brothers, Limited, $15,000. The work now being completed and in architects' hands include Roy Building extension estimated at $80,000; new Infirmary Building, $140,000; Gas Works extension, $160,000; King's College, $400,000, and the Y. W. C. A., $140,000. While the values given may not be correct in all cases—some of them, however, are known to be under the mark and in most cases do not represent the completed value. There is also the Canadian National Railway hotel and station for which tenders have been let and which, according to press reports, will run into a couple of million dollars. There is also commercial construction amounting to nearly $100,000—this embraces improvements and repairs. There are some 10 or 12 dwellings under erection not included in the above figures, consequently the building trades are well employed, with, in some cases, increased wages compared with last year.

Prosperity of Province Is Reflected in Halifax

Capital and Chief Port of Nova Scotia Obtains All Round Business Betterment from Sound Development and Expansion of Business in Province

The year 1928, in a business way opened with bright prospects for the city of Halifax—the oldest British city in the Dominion.

A programme of building construction involving some eight million dollars, a portion of which was started previous to the opening of the year, gave promise of full employment to the various building trades, and consequently a hopeful feeling among the retail merchants. An increased production during the previous year in the natural resources of the province gave an impetus to the wholesale trade—the province being largely supplied by its capital city. The building programme included the erection of a large cold storage plant—the largest and most modern of its kind in eastern Canada, involving an outlay of over two and a quarter million dollars; railway construction work including a first class modern hotel in connection with a new passenger station for the Canadian National Railways with sundry other improvements to the site on which they are situated involving an expenditure, according to the press, of two and a half to three million dollars; commercial construction to the value of three hundred to four hundred thousand dollars; construction of educational buildings, including Kings College, valuing seven hundred thousand dollars; church construction, eighty thousand dollars; the Lord Nelson Hotel, a modern structure in every particular, one million and a quarter dollars; hospitals, one hundred and sixty-five thousand dollars, and sundry residential construction amounting to two hundred thousand dollars. This list has been added to since the opening of the year.

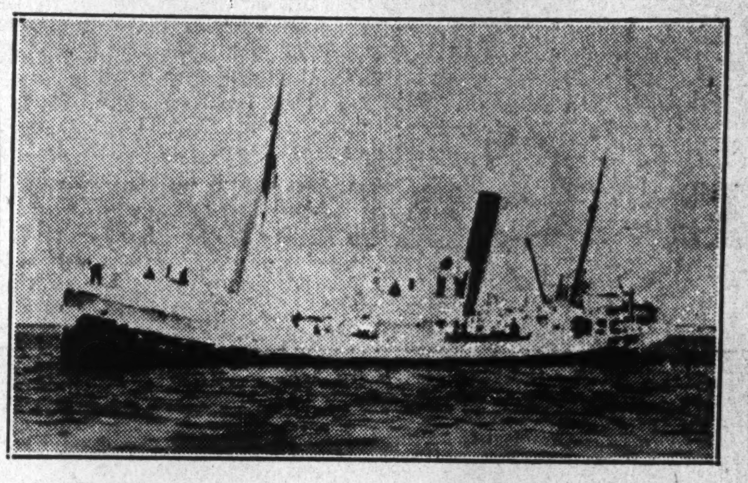
On the water front, the exports and imports are ever on the increase, and additional facilities are now required, notwithstanding the fact that only a year ago saw the finishing of the new warehouse, 1,500 feet long with additional buildings for immigration purposes at the South End Terminals. The harbour is now equipped with sixteen berths, capable of taking the largest ships engaged in the trans-Atlantic trade with suitable shed accommodation, trackage, etc., for the handling of increased freight, in which there has been an average of practically 90,000 tons increase for the past three years. This increase includes other freights than those moved by the railways, such as imported raw sugar, crude oil and other supplies required by the several large manufactories situated on the water front.

There are some thirty-six lines of steamers making Halifax their terminal or port of "call," and for the nine months ending September 30, practically ten million gross tons of ocean-going shipping, inwards and outwards, are recorded — an increase of over one hundred thousand tons for the same period of last year. Halifax is well situated for the export trade of Canada and has steamer connections with the principal ports of the world. Since the ten per cent. preferential was given on British goods entering Canada by Canadian ports, the increase of freight tonnage by "call" boats has been very great — steamers that called for the purpose of landing immigrants only at this port, for which they received a small Federal bonus per capita, carried their Canadian freight to an American port, thus losing to the stevedores and other workers on the water front the wage of handling such freight. The improved and increased size of steamships calling at this port has also increased the passenger traffic, and the coming winter at least three lines of steamships hitherto making this a port of "call" only have been guaranteed sufficient freight to turn here—thus it is expected the freight tonnage, as well as passenger traffic will be largely increased during the coming winter season.

The larger resources of the province are, to a great extent, marketed through this port. It has been well said that the province of Nova Scotia has a greater variety of natural resources than any other province in Canada, and very many more than any of the states of the Union to the south of us.

In 1927, the natural resources of the province exceeded one hundred and seventy-seven million dollars in value, while the population was estimated at only five hundred and twenty-five thousand. Among the valuable natural products of the province is the agricultural output. Last year, these, with the increase in live-stock were placed at some thirty-seven million dollars, and this amount will be exceeded when all returns are in in the present year. The exported apple crop, which is larger than the exports from all the other British Colonies put together will exceed some seven hundred and fifty thousand barrels, the total crop being estimated at upwards of nine hundred thousand barrels. This is slightly less than the crop of 1927, but the fruit was of much finer quality and much better prices obtained. The crop of small fruits was also good, with relatively good prices; an abundant hay crop with good root crops, but unfortunately low prices prevailed for the latter. It is considered, however, that it has been a fairly prosperous year for the agriculturists of the province. The potato crop was estimated at five million four hundred and fifty thousand bushels, of which practically two million bushels will be exported from the province.

Steam Trawler at Work



An excellent picture of a steam trawler, engaged in the fishing industry. The photograph emphasizes the sturdy life of Nova Scotia fishermen, who carry on in all sorts of weather.

The estimated lumber output for the province is two hundred and seventy-five million feet, as compared with two hundred and fifty million feet in 1927; there was a considerable falling off in the lath output, the estimated quantity being one hundred and fifty million for 1928, compared with two hundred and fifty million in 1927. The reason given was an overproduction in the previous year for market requirements. Prices obtained for lumber were not higher than those of the previous year, and while perhaps there was an improvement in markets, it is very slight.

The fish production of the province is estimated at about the same quantity as 1927 — some four hundred thousand quintals, but prices ranged about twenty-five per cent higher than last year. One county alone — Lunenburg — received something over four hundred thousand dollars for its portion of the catch. The fishermen rather than exporters obtained the benefit of the large production, prices paid by the exporters being high on account of the much better demand than in the previous year, but of late there has been a falling off in demand. Stocks now held are small. The result of the year's catch, however, will, it is thought, be an incentive for a greater prosecution of the fisheries during the coming year.

The production of the mines of the province will probably show in value about the same as last year. Up to September 30 there was a falling off in the amount of coal raised; for the present year the returns show six million and nineteen thousand tons, compared with six million six hundred and forty-three thousand two hundred and five tons for the same period of last year. Since September 30, however, there has been an increase in production, but at the time of writing figures are not available. The quantity of gypsum mined will be greatly increased over last year, and the salt production will have an increase of about sixty per cent.; gold will be slightly less than last year, but there will be a large increase in building materials.

There will also be an increase in the output of manufactured articles. Several of the larger factories throughout the province have increased their premises to cope with the increased business. There will be an increase in the production of the oil works of something over fifteen per cent., and several other lines will increase their output to a greater extent that that figure.

During the past several years the province has made a bid for the tourist trade and results have been gratifying. In 1920 the tourist influx was approximately thirty-nine thousand, while from June 1 to September 30 of this year, no less than one hundred and thirty-five thousand, nine hundred and six visitors entered the province. Of these, seventy-three thousand and forty-six entered by train and steamer, and ninety-two thousand eight hundred and sixty by motor cars —the total number of motor cars reported as entering during the period named was twenty-three thousand two hundred and fifteen.

The Department of Natural Resources and the local Board of Trade have co-operated in advertising the city throughout the Dominion and the Eastern States during the past several years involving an outlay of some thousands of dollars, but bringing good results.

Ski Making Shows Growth in Nova Scotia

When the average Nova Scotian thinks of the industries of Nova Scotia his mind automatically turns to the channels of coal and steel, saw mills, pulpwood plants, underwear, chocolates and a few more of the better known industries. Yet, dotted throughout the province there are small industries—many of them—that in time to come will make the province better known. One of these is a plant at Liverpool, devoted largely to the manufacture of skiis.

Catering to markets almost wholly outside the Maritime Provinces, the Liverpool Woodworking Company has built up a business which has called for an increase in yearly production of approximately 700 pairs of skiis to 20,000 pairs for this year, ranging in price from 75 cents to $18 a pair. The product is recognized on the Canadian market as being equally good as that of Norway and its distribution extends from Nova Scotia to Vancouver. Twenty men are employed at the plant.

It is interesting to note that on the Quebec and Montreal markets, skiis manufactured in Liverpool have first place.

N. S. Mineral Production is Much Larger

Estimates based upon reliable information indicate that mineral production in Nova Scotia this year will far exceed the production during 1927. In 1927 the production reached an aggregate value of $29,544,822, which was 12.08 per cent. of the total mineral production of Canada.

In 1927 Nova Scotia produced 7,071,091 tons of bituminous coal and continued to hold the lead as Canada's premier coal-producing province. Gypsum production in Nova Scotia continued to improve throughout the year and about three-quarters of the Canadian output was produced in the province. Building materials, such as brick, stone, lime, sand, gravel, as well as salt, quartz and grindstones, were also produced.

	Production	Value
Gold, fine oz.	2,201	$ [illegible]
Silver, fine oz.	70	125
Coal, tons	7,071,091	27,191,431
Barytes, tons	56	1,268
Diatomite, tons	204	[illegible]
Grindstones, tons	11	[illegible]
Gypsum, tons	805,952	1,675,732
Quartz, tons	4,834	16,721
Salt, tons	14,301	[illegible]
Silica brick, M	1,238	50,378
Bricks, M	5,790	[illegible]
Fireclay, pro, tons	2,682	9,155
Hollow blocks, tons	5,373	[illegible]
Drain tile, M	54	[illegible]
Sewer Pipe, etc., tons	105,501	[illegible]
Lime, bush	404,457	[illegible]
Sand, gravel, tons	195,405	40,564
Stone, tons	84,014	[illegible]

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General Contractors

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"Now constructing Argyle Motors Garage; piers for the Mersey Paper Company; railway pier at Charlottetown; King's Wharf, Halifax; new hauling plant and crib pier for Halifax Shipyards."

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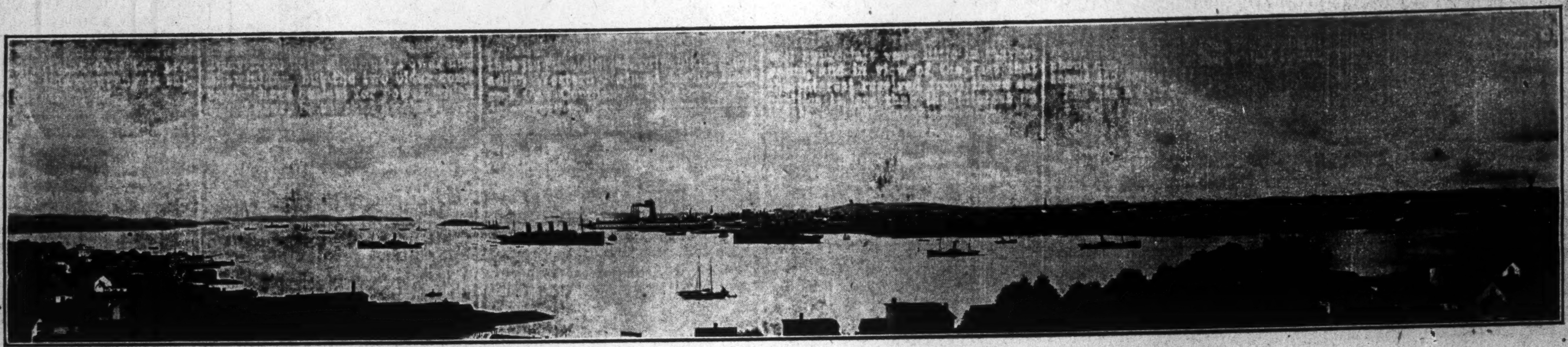
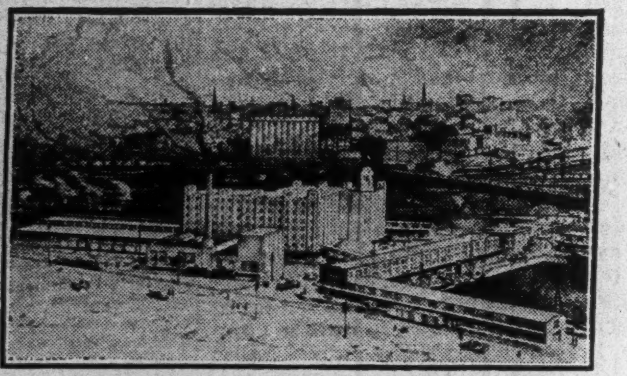
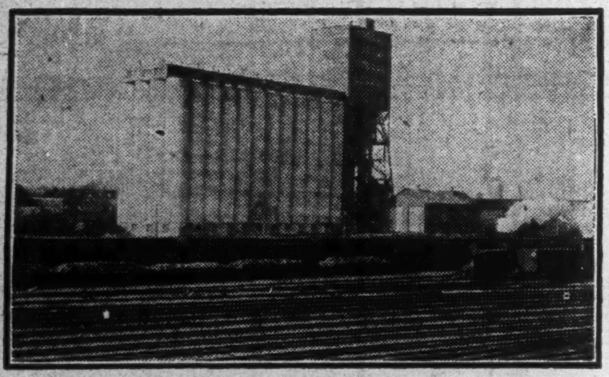
"Eastern Gateway to the Dominion"



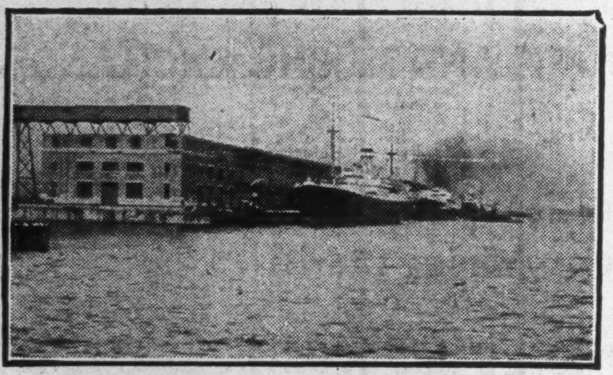
13,160,000 Tons of Shipping entered and cleared Halifax Harbour in 1927



Nova Scotia Public Cold Storage Terminal Limited, Halifax, N.S. — 2,000,000 cu. ft. capacity. With chilled and warm storage facilities—ideally situated adjoining railway and dock facilities.



C.N.R. Ocean Terminal Elevator at Halifax—capacity 1,030,000 bushels.



Shipping Scene—Halifax Ocean Terminal Pier, 2,000 feet long.

THE ships of thirty-six steamship lines ply constantly between Halifax and the great ports of the world. Far out in the Atlantic, with her commercial section just twenty minutes' steaming time from the ocean, Halifax makes an unexcelled distributing port for the products of Nova Scotia and the whole Dominion. The distance tables at the right show clearly the superiority which Canada's most easterly port enjoys as a result of its splendid natural position.

Halifax, a city of 62,000, and capital of a province enjoying greater diversity of natural resources than any other part of the continent, supports some of the largest manufacturing establishments in Canada. Many of these have achieved world-wide distribution for their products.

Nova Scotia's basic industries—her mines, her forests and her fisheries — produced $190,000,000 in new wealth in 1928. Eighty industries (including those connected with fish) reached a total production of $25,000,000.

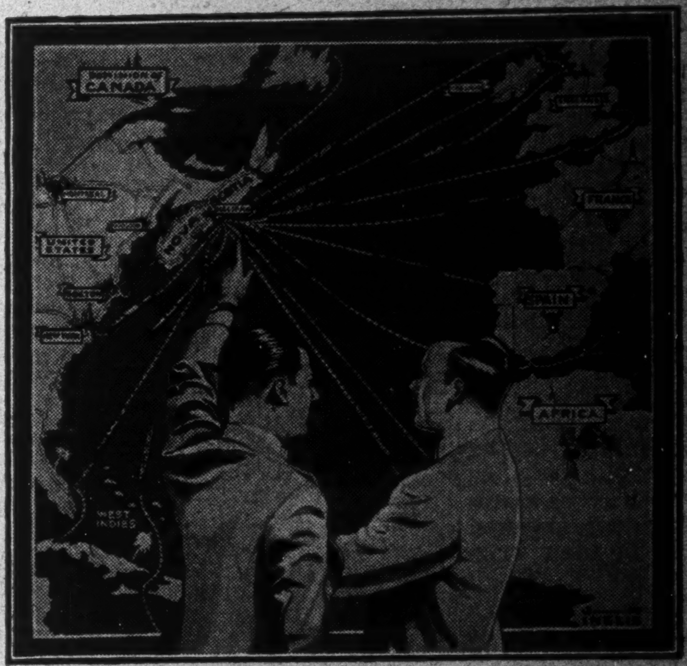
* * * *

Freight Rates

Halifax enjoys the same export and import rates as all North Atlantic ports, and has many unique advantages.

Route your exports and imports via
THE PORT OF HALIFAX

Write the City Clerk or Secretary of the Board of Trade



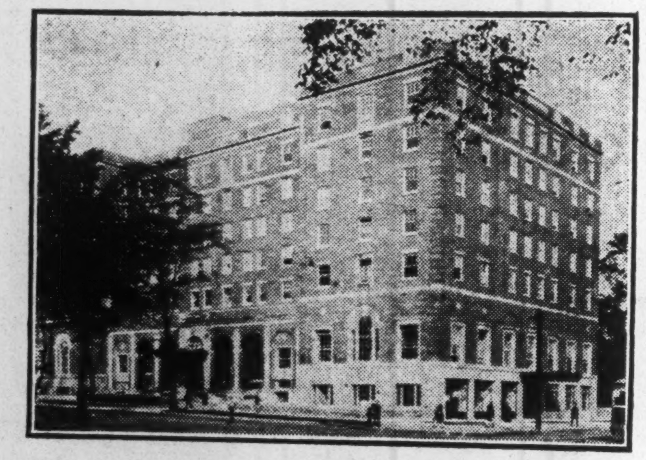
The above chart indicates Halifax's unrivalled position for Continental Export and Import Trade.

The following table taken from Phillip's Distance Tables, regarding water distances, shows the favourable position of Halifax compared with other North Atlantic Shipping Ports:

Distance from—	Halifax	New York	Boston	Portland	Montreal
To Europe	Miles	Miles	Miles	Miles	Miles
" Antwerp	2759	3310	3128	3050	3281
" Bristol	2462	3013	2838	2760	2977
" Liverpool	2485	3043	2861	2783	2760
" London	2719	3270	3088	3010	3241
" Bordeaux	2674	3279	3016	2938	3169
To South America					
" Buenos Ayres	5701	5838	5804	5849	6241
" Colombo	7009	8595	8404	8348	8583
" Montevideo	5586	5723	5689	5734	6306
" Pernambuco	3541	3678	3644	3689	4261
" Valparaiso	8200	8337	8903	8348	8290
To Australia					
" Melbourne	12413	12586	12534	12579	12986
" Sydney	12896	13051	12999	13044	13253
To Asia-China					
" Hong Kong	11046	11580	11390	11334	11569
" Shanghai	11789	12344	12133	12077	13312
To South Africa					
" Cape Town	6423	6792	6776	6794	7108

The Port of HALIFAX The Atlantic Gateway of Canada

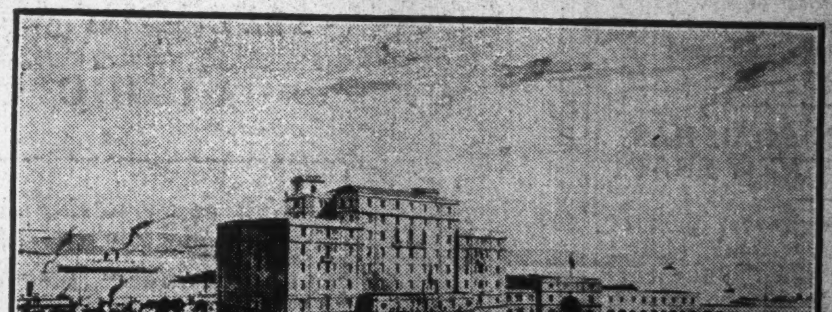
The Best Distributing Point in the Maritime Provinces



Lord Nelson Hotel recently completed, centrally situated with beautiful environments. One of the finest hotels in Eastern Canada.

The Finest Harbour in the World

Open all the year round.
Easy of access at all hours and weathers.
Deep, bold water — low harbour costs.
Rise and fall of tide from 4 to 6 feet only.
The nearest Port to the United Kingdom.



C.N.R. Hotel "NOVA SCOTIA" and Station now under construction at a cost exceeding $2,000,000. Splendidly situated on the waterfront.